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SIXTH NEW YORK SHOW NUMBER

A National Newspaper for Every Branch of the Industry

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DETROIT

Automotive Daily News

★CARS★ SHOP EQUIPMENT TRUCKS ★★AVIATION★★ PARTS ACCESSORIES ★TIRES★

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Four Days' Attendance Tops Five Last Year

N. A. C. C. TO FIGHT TAX BOOST; REEVES JOHNSON ELECTED

All Directors to Attend Meetings at Capital

New York City, Jan. 14.—Alfred Reeves, general manager, and Pyke Johnson, in charge of the Washington, D. C., headquarters of the National Automobile Chamber of Commerce, were elected vice-presidents; this, and the decision of the board of directors to attend, in a body, the hearing on motor vehicle taxation before the House Ways and Means Committee at Washington, January 23, were the outstanding developments of the meeting of the board, here, yesterday.

All of the directors were in attendance at the meeting and they reiterated opposition to any proposal to single out the highway users for

(Continued on Page 11)

500 DODGE DEALERS AT SHOW LUNCHEON

New York, Jan. 14.—The Dodge Brothers annual luncheon to its metropolitan dealer organization was held this noon at the Hotel Pennsylvania. More than 500 dealers from this district were in attendance.

A. vanDerZee, general sales manager of Dodge, presided as toastmaster and spoke briefly on the opportunities for Dodge dealers this year. He referred to the revised lines with floating power and the public acceptance which has been gained

(Continued on Page 2)

BUSINESS CAN REVIVE SPENDING—MACAULEY

New York, Jan. 14.—Co-operation of all business to bring about a return of public spending effacing the fear and hysteria which now hold the consumer's dollar in check, was urged by Alvan Macauley, president of the National Automobile Chamber of Commerce, in an address this noon before the Merchants Association of New York in the Hotel Astor.

"The public is hungry for new things, but is slow to act, even at a time when the savings banks are bursting with more than $28,000,-

(Continued on Page 2)

WHERE TO GET A. D. N. DURING THE SHOW

Show issues to the trade visitors in New York are free and may be obtained from your hotel news stand, booth D-102 at the show, in the press room at the show or at your own booth or dealer meeting.

News left at A. D. N. booth will be forwarded to editorial department.

CHICK OF CADILLAC REPORTS SALES OF $50,000 IN V-16's

New York City, Jan. 14.—The fact that the attendance at the New York Automobile Show this year exceeded by over 35 per cent. each day that of last year's show is a good omen and indicates the possibilities of better buying this year, J. C. Chick general sales manager of the Cadillac Motor Car Company, told a meeting of 175 Cadillac dealers and salesmen held at the Waldorf-Astoria Hotel, here yesterday.

Thus far, Mr. Chick stated, one Cadillac salesman at the Waldorf had sold Cadillac V-16 models valued at more than $50,000. The surprising thing, he continued, is that a large number of high priced cars are being sold, and this also points to a better buying year.

The discussion of pending legisla-

(Continued on Page 10)

CHEVROLET "VICTORY" BANQUET DRAWS 1,800

New York, Jan. 14.—The grand ballroom of the Hotel Commodore was the setting for an enthusiastic gathering of 1,800 Atlantic district Chevrolet dealers and salesmen, brought together for the 1932 meeting. The "brass hats" of the General Motors Corporation, and presidents, general managers and vice-presidents of subsidiaries, more than two score strong, occupied the speakers' table.

Among the many prominent General Motors officials introduced by H. J. Klingler, vice-president in charge of sales of Chevrolet Motor Company, were: A. P. Sloan, Jr., president of General Motors Corporation; W. S. Knudsen, president of Chevrolet Motors Company; R. S. McLaughlin, president of General Motors of Canada, Ltd.; J. D. Mooney, president of General Motors Export Company; W. A. Fisher, president of Fisher Body Corporation; O. E. Hunt, vice-president of General Motors Corporation; C. F. Kettering, vice-president of General Motors Corporation; R. H. Grant,

(Continued on Page 12)

1,200 OLDSMOBILE DEALERS ATTEND N. Y. SHOW BANQUET

New York, Jan. 14.—More than 1,200 Oldsmobile executives, dealers and distributors sat down to the annual show banquet at the Hotel Roosevelt tonight. The dealers and distributors represented the Oldsmobile clan of the eastern territory, running as far west as Buffalo in New York state, taking in most of Pennsylvania and from as far south as Washington. The Olds merchants evinced the highest degree of enthusiasm and voiced unqualifed optimism as regards prospects for 1932.

J. T. Collins, general sales manager of Oldsmobile, presided as toastmaster and kept the crowd in good humor by his pointed remarks. After dinner there was a brief program of speeches. Mr. Collins introduced Alfred P. Sloan, Jr., president of General Motors, who complimented the dealers on the job they did in 1931. R. H. Grant, vice-

(Continued from Page 2)

N. S. P. A. PLANS FOR EXPANSION

New York, Jan. 14.—To the long list of parts manufacturers and wholesalers holding membership in the National Standard Parts Association there will soon be added a goodly number of the better class of independent repair men, if plans made yesterday by Eastern states members of the N. S. P. A. are consummated.

Eastern members of the N. S. P. A., gathered at the Hotel Wellington for their annual show week meeting favored the addition of a maintenance division, so called, to the national body. General opinion at the meeting was that the new contact would prove beneficial to both the old members, on the one hand, and the prospective newcomers on the other.

In connection with this the East-

(Continued on Page 3)

1,000 HEAR WILLYS AT S. A. E. BANQUET

New York, Jan. 14.—More than 1,000 automotive engineers and executives heard John N. Willys, United States minister to Poland, speak on the automobile industry, past, present and future, at the annual banquet of the Society of Automotive Engineers at the Hotel Pennsylvania tonight.

Mayor James J. Walker was "present in person" and welcomed the engineers. "Senator" Ford, the well-known humorist, presented a score or more of his pungent paragraphs. William P. MacCracken, Jr., of Washington, D. C., formerly assist-

(Continued on Page 2)

FIRST COMMERCIAL CAR REGISTRATIONS

First tabulation of new commercial car registrations for the first eleven months of 1931 to appear in any publication will be found today on Pages 6 and 7 of this issue. These figures appear by makes and states, with comparative figures for the first eleven months of 1930.

New commercial car registrations for the first eleven states to report for December, with comparative figures for 1930, will be found on Page 9 of this issue.

DE VAUX TO EXHIBIT AT AUDITORIUM HOTEL DURING CHICAGO SHOW

New York, Jan. 14.—Greatly encouraged by the public response to the new De Vaux model 80 line which has been on display all this week in the lobby of the Commodore Hotel, both Norman DeVaux, president, and R. H. Mulch, general sales manager of the DeVaux-Hall Motors Corporation, are predicting a similar success for the new line when it makes its debut at the Auditorium Hotel in Chicago during the Chicago national show, January 30 to February 6.

It will be recalled that the De Vaux line made its first official debut at the Auditorium in Chicago last year during the Chicago exhibit. The 1932 line shown at the Commodore this week has been greatly improved and elaborated. Among the entirely new units shown was the convertible coupe which has been particularly well received, Mr. De Vaux reports.

900 WILLYS DEALERS DINE AND SEE REVUE

New York, Jan. 14.—More than 900 Willys-Overland dealers and distributors from the Eastern territory gathered in the ballroom at the Commodore this evening for the annual show dinner given them by the company.

N. A. Beardsley, general sales manager of the Willys-Overland Company, presided as toastmaster and outlined to the dealers some of the company's plans for 1932.

Mr. Beardsley introduced L. A.

(Continued on Page 12)

HAWLEY IS EXHIBITING FREE FLOATING BRAKE

New York, Jan. 14.—Jess Hawley-Jones Corporation is at the Empire Hotel this week, demonstrating his new Free Floating brake. So far the brake has been favorably received by the engineers at motor car plants that have seen it.

REPORTED SALES ALSO REASON FOR ENCOURAGEMENT

New York Showing Indicates Striking 1932 Cars Blow to Depression

New York, Jan. 14.—One of the most encouraging features attending the New York National Automobile Show being staged this week at the Grand Central Palace has been the heavy attendance, which has exceeded even the most optimistic hopes of show officials. During the first four days of the exhibition an actual count of noses has shown a figure 7 per cent. in advance of the first five days last year. No figures have been given out on the fifth day's attendance.

This record is more unusual in view of the fact that out of the entire week there has been but one day, Monday, when weather conditions were favorable to such an enterprise. Saturday, the opening day was greeted with cold winds, rain and a smattering of snow. Despite this, however, attendance ran 37 per cent. over the same day last year. Monday was fair and cool, weather favorable to an indoor exhibit, but Monday is always an off day in the show world. It is encouraging, therefore, to note that the attendance ran 40 per cent. above the corresponding day in 1931.

Tuesday ushered in another wet,

(Continued on Page 12)

100,000 IN 5 DAYS AT LOS ANGELES SHOW

Los Angeles, Cal., Jan. 14.—The Los Angeles Motor Car Dealers' Association officially raised the curtain on what promises to be an active year for the industry when the nineteenth annual auto show of the organization opened Saturday for a nine-day showing.

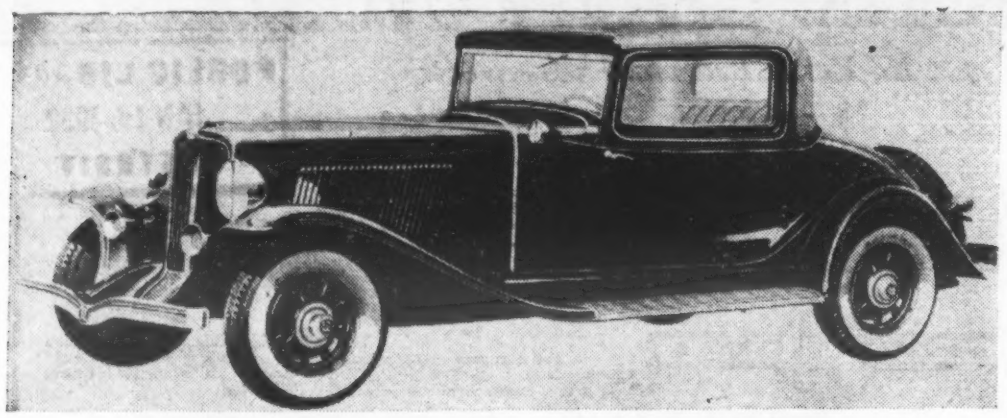
Indicative of the interest aroused in the offerings of the manufacturers for 1932 new attendance records have been hung up. The first five days' figures revealed that more than 100,000 persons have passed through the turnstiles, with the probability that at least 200,000 will view the exhibits before the close of the event.

Dealers report unusually numerous sales are being made at the show, and that interest in the new models surpasses that shown in those of any show yet held in the city. They are a unit in their belief that favorable public reaction pressages a distinctly strengthened market in 1932.

It has been noted at the show

(Continued on Page 2)

FOR SHOW VISITORS—Automotive Daily News Offices: Editorial and Advertising, 350 Hudson St., Telephone CA nal 6-1000



BUSINESS MAN'S COUPE as Auburn builds it on the 12-160 chassis

100,000 IN 5 DAYS AT LOS ANGELES SHOW

(Continued from Page 1)

that those manufacturers who have departed from the conventional and have adopted particularly distinctive and different lines are winning highly favorable public reaction for their models.

More than 325 passenger car models, a varied line of trucks and commercial cars and a particularly comprehensive array of passenger aircraft and accessories make up the show, which is housed in a magnificent setting in a huge auditorium containing more than 120,000 feet of floor space.

Burt Roberts, executive secretary of the Los Angeles Motor Car Dealers' Association, is manager of the show, with Reeve Gartzmann as chairman of the committee.

BUSINESS CAN REVIVE SPENDING–MACAULEY

(Continued from Page 1)

000,000 in 51,000,000 savings accounts, and when installment buying obligations have been cut almost in two," declared Mr. Macauley.

This, according to Mr. Macauley, should satisfy business leaders that a considerable proportion of the public is in a financial position to spend money in the purchase of things required as replacements.

"Our task as merchandising leaders is to co-operate and help in every way to bring about a return of public spending," he said. "As soon as possible, we must break down public fear and apprehension and get people to buy—not just our own merchandise, but anything that they can use to advantage.

"We must think less of our individual selling problem and unitedly endeavor to break loose this log-jam or fear which is holding back a flood of dollars which, if released, would start America toward a new prosperity.

"As people buy, they spread prosperity. The purchase of a new motor car, a new washing machine, or a new anything, is a constructive step, for it results in the re-employment of labor and an increased consumption of raw materials."

In Mr. Macauley's opinion, fear is the principal factor preventing the consumer from performing his normal function in business.

This fear manifests itself in the individual who is afraid of what his employees or his associates, or "even a creditor or two" might think if they were to see him behind the wheel of a new automobile.

"It is that fear of buying new things which must be overcome before we can have a return of prosperity," the automobile leader asserted.

"We cannot be prosperous if people do not buy and it is the action of each individual person in loosening his frozen dollars which will create the great buying waves which this country so urgently needs."

Turning his attention to proposals now being considered for Federal taxation of motor vehicles, Mr. Macauley stated—"If the motor vehicle had not been so completely necessary it would have been taxed out of existence long ago. It has always been a handy rack on which to hang new taxes. Right now, it is taxed seven times as much as real estate.

"The automobile is a camel bearing up under such a burden of taxation that almost any moment we may expect the last straw."

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Established 1865
CHICAGO, ILL.
Warehouses in 15 Principal Cities

500 DODGE DEALERS AT SHOW LUNCHEON

(Continued from Page 1)

for this feature in the past few months. Walter P. Chrysler spoke to the dealers and complimented them on the job they had done in a difficult period.

K. T. Keller, president and general manager of the company, addressed the dealers and emphasized the intensive campaign for sales that the company is putting on in 1932.

The Dodge dealers evinced great enthusiasm for the new cars and the policies that have been outlined for 1932. There was a general expression of optimism and confidence from the retail merchants in attendance.

AUTOMOTIVE ORDERS SPUR SHEET STEEL TRADE

Youngstown, Jan. 14.—The Campbell sheet plant of Youngstown Sheet and Tube Company is operating at its highest rate in more than three months this week as a result of the improved market for flat steels, particularly for automobile manufacturers. Ten of fifteen units are rolling.

Several other sheet plants also resumed production this week and the district sheet capacity is estimated to be nearly 30 per cent. engaged.

RUBBER MANUFACTURERS RE-ELECT TEW PRESIDENT

New York, Jan. 14.—J. D. Tew, president of the B. F. Goodrich Company, was re-elected president of the Rubber Manufacturers' Association at the annual meeting held in New York city during the national automobile show.

The rubber manufacturers' group is made up of representatives of all major companies in the industry.

SELLS HIS INTERESTS

Paris, Tenn., Jan. 14.—J. J. Allman, president of Beard-Allman Chevrolet Company, has sold his interest in the business to H. C. Ramsey, and henceforth the firm will operate as the Beard-Ramsey Chevrolet Company, it is announced.

CLASSIFIED ADVERTISEMENTS IN THE AUTOMOTIVE DAILY NEWS BRING RESULTS

1,200 OLDSMOBILE DEALERS ATTEND N. Y. SHOW BANQUET

(Continued from Page 1)

president of General Motors, told the dealers of the opportunities that lie before them this year. D. S. Eddins, vice-president and general manager of Olds, spoke on the energetic sales campaign that the company has mapped out for this year. He pointed out the advantageous position that Oldsmobile dealers are in by reason of the new six and eight cylinder models.

After the brief speeches an elaborate program of entertainment was presented. The radio stars who appear on the Olds air program made up the first half of the entertainment. Aileen Stanley, Gus Henscher and his orchestra, a quartet of pianos, a sextet of saxophones and the Olds Speedway Quartet, all contributed loudly applauded numbers. This was the regular Oldsmobile radio hour, the features going on the air from the dining room. The rest of the program was made up of singing, dancing and comedy acts from various Broadway shows.

1,000 HEAR WILLYS AT S. A. E. BANQUET

(Continued from Page 1)

ant secretary of commerce for aeronautics, presided.

Besides those mentioned, distinguished automotive engineers and other men of note in the automotive industry who were seated at the speakers' table included Vincent Bendix, president of the S. A. E., South Bend, Ind.; A. J. Scaife, president-elect of S. A. E., Cleveland, O.; F. K. Glynn, chairman dinner committee, New York; Clarence M. Young, assistant secretary of commerce for aeronautics, Washington, D. C.; G. L. Brunner, president Motor and Equipment Manufacturers Association, Utica, N. Y.; F. H. Russell, president Manufacturers Aircraft Association, New York; Charles L. Lawrence, president Aeronautical Chamber of Commerce, New York; H. R. Sutphen, president National Association of Engine and Boat Manufacturers, New York; C. C. Carlton, president Tire and Rim Association, Lansing, Mich.; A. M. Hill, president National Association of Motorbus Operators, Washington, D. C.

David Beecroft, past president of S. A. E., New York; B. B. Bachman, past president of S. A. E., Ardmore, Pa.; J. H. hunt, past president of S. A. E., Detroit, Mich.; W. G. Wall, past president of S. A. E., Indianapolis, Ind.; E. P. Warner, past president of S. A. E., New York; A. H. Swayne, first vice-president National Automobile Chamber of Commerce, New York; F. O. Clements, president American Society for Testing Materials, Detroit, Mich.; Sir Denniston Burney, prominent British automotive engineer and designer and builder of aircraft; C. F. Kettering, past president of S. A. E., Detroit, Mich.; George Marshall, New York; James H. R. Cromwell, New York; Sir William Letts, past president Society of Motor Manufacturers and Traders, London; W. S. Knudsen, president Chevrolet Motor Company, Detroit, Mich.; Lawrence P. Fisher, president Cadillac Motor Car Company, Detroit, Mich.

SPARKS *from The* SHOW

Hit and Run Auto Socks Old Man Depression

* * *

Sales Reports Good

* * *

Graham Show Attracts

* * *

Chevrolet Dines

* * *

The Tax Battle

Chris Sinsabaugh—Detroit Editor

THIS is the twilight of the show—one more day and the thirty-second annual will have passed into history. It will be recorded as possibly the most important and unusual exhibitions the N. A. C. C. ever staged, important because it is hoped that it will tell industry if the public is in a buying mood again, and unusual because of great mechanical developments found in the 1932 cars.

It might well be said that the jury is still out as regards actual show results, because the answer is not found in a minute. Still, at this writing it would seem as if the verdict will be adverse to Old Man Depression. Not only have the people given surprising support in the way of attendance, but from what we hear they are buying cars, too. Even Sam Miles was surprised in checking up the first half of the show to find that he had more pass through the turnstiles in three days this time than paid to see the show in the first four days last year.

* * *

WHILE I HAVE NOT as yet buttonholed every one as to sales, those I have talked with say that business has been far in excess of expectations; that it is considerably improved over last year. People are buying and the loosening of the purse strings is well illustrated in the case of Cadillac, which reports the sale of four of the sixteens at the Waldorf exhibit of General Motors in the first half of the show. Or rather one car has been sold four times. It is the magnificent job standing in the corridor. Before the first purchaser could have it wrapped up and sent home, three additional orders were placed for the same car. General Sales Manager John Chick tells me of one of the salesmen at the Waldorf, who up to Wednesday night nad sold $56,000 worth of cars this show week, all developed and closed since the starting gun was fired last Saturday.

* * *

GRAHAM-PAIGE HAS HAD remarkable success with the exhibition it has been running on Madison Avenue near 42d Street, where the company has utilized a big store right in the heart of things to exhibit the Blue Streak. It is being run for demonstration mostly, and the attendance has been running over 5,000 daily. Not only is the Blue Streak on view, but there also are exhibits of safety glass made by Libbey-Owens-Ford and of pearl essence by Meyer. In the rear is a small theater in which is a film demonstrating the mechanical features of the new line. The theater seats sixty and it is packed for every performance.

* * *

THE BATTLE OF THE KNIVES AND FORKS is over for the week, with last night clearing up the calendar with the Oldsmobile dinner at the Roosevelt and the S. A. E. dinner at the Pennsylvania. There was considerable activity in the eating line on Wednesday and this war correspondent had to be in two places at once both noon and night—Hupmobile and De Soto for lunch and the Motor and Equipment banquet and the Chevrolet dinner in the evening.

I liked the way Chevrolet ran its big dinner. There was so much pep about it from start to finish, with each minute filled and the dealers on their toes at all times. With more people in the Commodore ballroom than I ever have seen there before, Chevrolet held the attention of its retailers from start to finish. There were three speeches — Toastmastr Klingler's, R. H. Grant's stirring address and President Knudsen's wind-up. One point of Grant's speech that sunk home was his advice to the dealers to sell 70 per cent. of their quotas by August 1. A. P. Sloan, Jr., president of General Motors Corporation, lauded Chevrolet dealers for their accomplishment during the past year.

* * *

GUESTS OF PRESIDENT KNUDSEN at the Chevrolet dinner, W. J. Zucker, general manager of Stewart-Warner, and Frank Martin, manager of the company's Detroit branch, proved to me after the banquet that one needs a guide to find his way about the new Waldorf, just as I said the other day. Zucker and Martin have headquarters at the Waldorf, and with me in tow they assayed to find their suite. We were actually lost in the mazes of the fifth floor and had to return to one of the lobbies to get the necessary information as to the proper elevator to take and where and when to turn after we had reached our floor.

* * *

IT WAS NOTICEABLE at most of the dealer meetings

(Continued on Page 12)

Big Orders Pep Up Hupmobile Dealer Luncheon

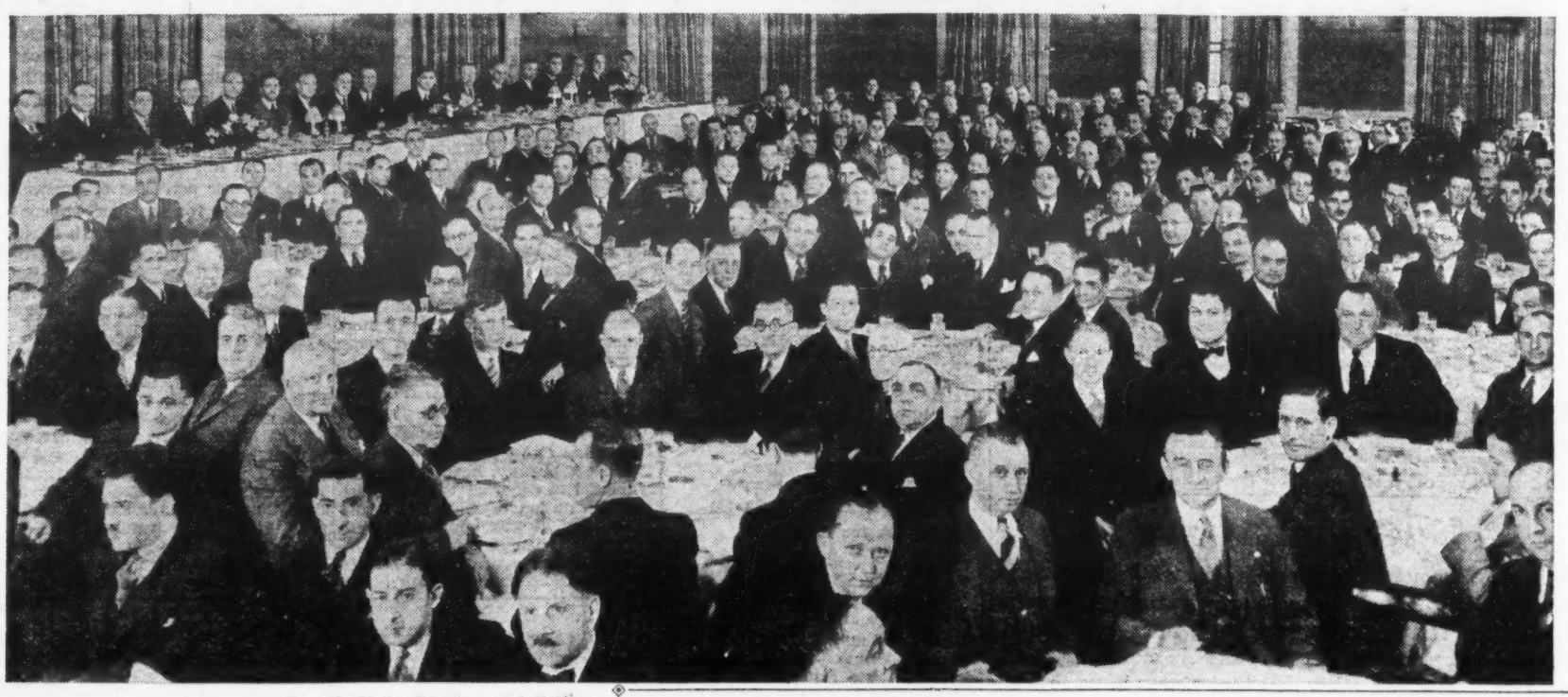

Photo by Drucker and Baltes

More than 500 enthusiastic distributors, dealers and salesmen voiced their appreciation of the new Hupmobile cars with orders at the annual convention in Hotel Commodore Wednesday. Two surprises were sprung—orders for two trainloads of cars for the New York territory by T. B. Van Alstyne, New York distributor, and for 200 cars by C. E. Gambill, Chicago distributor. Forty-two bonafide Hupmobile sales were made in the Hupp booth at the show in the first two days.

HUDSON-ESSEX DEALERS REPORT BIGGER CROWDS

New York, Jan. 14.—Initial sales of new model 1932 automobiles, both at the New York Automobile Show this week and at dealers' salesrooms throughout the country, have been so much larger than at any time since 1929 and so much greater than had been anticipated that Detroit automobile company officials, here for the show, yesterday foresaw the beginning of an upward trend in general business conditions.

Predictions of increased sales by General Motors, Chrysler and other automobile manufacturers were supported by a telegraphic survey completed today by the Hudson Motor Car Company. That company announced that dispatches from its dealers in forty-five key cities reported that showroom attendance and sales on the opening day had been far greater than for the past two years.

In the first day's showing Hudson and Essex dealers in the metropolitan New York zone reported 61,000 people in their showrooms and the sale of 125 cars. Metropolitan Boston had 50,000 visitors and sold fifty-six cars at retail; Washington, D. C., 4,000 people, with a sale of fourteen cars, and ten stores in Detroit had 48,000 people, with forty-one orders taken and twenty-eight actual deliveries made to new customers.

Cities reporting sales considerably in excess of a year ago, and, in most instances, of the past two years, are located in Michigan, North Dakota, Iowa, West Virginia, Alabama, Kansas, North Carolina, District of Columbia, Ohio, Wisconsin, Massachusetts, Illinois, Florida, Texas, California, Missouri, Colorado and Montana.

This report covers 124 retail stores out of 978 where cars were on display and announced simultaneously with New York show opening. Orders taken at these stores were reported as 559, with attendance totaling 190,000. A conservative estimate, based on these reports and supporting wires, indicates a total attendance of 950,000 people on opening day in the 978 salesrooms.

N. A. C. C. TO FIGHT U. S. TAX BOOST

(Continued from Page 1)

unfair taxation. These views will be presented at the time of the Washington hearing.

The members of the board of directors who attended today's meeting were: A. J. Brosseau, Mack Bros. Motor Car Company; Roy D. Chapin, Hudson Motor Car Company; Walter P. Chrysler, Chrysler Motors, Inc.; E. L. Cord, Auburn Automobile Company; A. R. Erskine, the Studebaker Corporation; Robert C. Graham, Graham-Paige Motor Corporation; Charles D. Hastings, Hupp Motor Car Corporation; F. J. Haynes, H. H. Franklin Manufacturing Company; Alvan Macauley, Packard Motor Car Company; William E. Metzger, Federal Motor Truck Company; L. A. Miller, Willys-Overland Company; Charles W. Nash, Nash Motors Company; Alfred P. Sloan, Jr. General Motors Corporation; Alfred H. Swayne, General Motors Corporation; Robert W. Woodruff, the White Motor Company.

CORRECT DODGE PRICES WITH CONVERTIBLE COUPES ADDED

New York, Jan. 14.—To the original Dodge Brothers' lines there have now been added convertible coupes on both the six and the eight chassis. The correct price list now stands as follows:

Dodge Six

2 Bus coupe	$795
2-4 Coupe (R. S.)	835
5 Sedan	845
Convertible coupe	895

Dodge Eight

2-4 Coupe (R. S.)	$1,115
5 Coupe	1,145
5 Sedan	1,145
Convertible coupe	1,185

KNIGHT SLEEVE-VALVE ENGINE'S PRODUCTION 500,000 IN 16 YEARS

New York, Jan. 14.—In the sixteen years since Willys-Overland obtained the American rights to use the Knight sleeve-valve engine, nearly 500,000 vehicles powered with this type of engine have been purchased in this country.

In Europe there are a number of manufacturers using the Knight type engine, but Willys-Overland is today the largest producer of vehicles so powered. While adhering to the original principles of the Knight engine, the Willys-Overland engineers have gone ahead making improvements in the power plant.

Until a short time ago, it is stated by Willys officials, it was impossible to produce a car with a Knight power plant, to sell under $1,000. This year, the base price of the Willys-Knight Model 95 is set at $845, the lowest price at which a Willys-Knight car has ever been sold.

DEALERSHIP INCORPORATES

Springfield, O., Jan. 14.—Porter Chevrolet Corporation, capitalized at $25,000, has been granted a state charter. The incorporators are R. E. Porter, Ruth Porter and W. B. Cooley, all of this city.

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"Of, By and For the Entire Automotive Industry"

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The Quality Cure

IT may seem a somewhat far cry from motion pictures to motor cars, but in business there are certain fundamental truths that apply to every commercial activity. At any rate, Nicholas Schenck, president of one of the big movie organizations, said something the other day that seems to us to hold the secret of revival.

Mr. Schenck was asked the point blank question: "What is the matter with the motion picture business?"

In reply he wrote: "There is nothing in this business which good pictures cannot cure."

We believe that the needs of the present situation never have been stated more directly and pointedly than this. We are in the midst of a depression. There is a great public reluctance to buy. The basis of any campaign to force sales under such conditions must be a product that "hits the public in the eye," if we may be permitted an excursion into the vernacular.

When the depression first descended upon us, by no means all businesses recognized this. Most of us thought the lull in business would last only a few weeks, or a few months at most. We thought to coast over the dull spot and then "get going again."

In our own industry there may have been some trace of this attitude, but, in justice to the automobile manufacturers, we must say that it did not last long. The year 1930, which, as we look back upon it, wasn't such a bad twelve months after all, saw all automotive manufacturers down to the job of "improving the breed." The New York show which opened in January, 1931, saw the results of these efforts in greatly improved lines. But still depression held. Most of us thought that during 1931 the sales curve would swing up. It turned down instead.

But this only served to stimulate the automotive manufacturers in their efforts to create the only possible basis for a real revival, a better product. In every factory 1931 saw feverish efforts to improve cars that were already beyond anything in automotive history. The results are on view at Grand Central Palace. We have discussed in detail the many and marked improvements that are to be found in the 1932 cars. Even cynicism itself would have to admit that these new cars are something to draw reluctant dollars out of Scotch pockets.

We believe that, in spite of general conditions, the automotive industry has so well laid its foundation this year that it will show an increase in sales over 1931.

The Meaning of Value

Lawrence Fisher, president of the Cadillac Motor Company, recently made a statement on present-day meanings of value, which we may all profitably ponder. Mr. Fisher said: "Probably there never has been a time when value meant so much—when manufacturers not only of automobiles but of every other commodity were going quite so far in their efforts to raise quality and lower price. They have had to do it, of course. Persons forced to readjust their spending to keep within reduced incomes are buying only for their needs, applying their measures of value more strictly than ever before. And even those less seriously affected are regarding the dictates of good taste, avoiding the display of wealth, which expresses itself in 'swank,' and employing some of their plenty, at least, toward relief work of some sort."

Mr. Fisher is absolutely right. Outstanding value and constructive salesmanship will work wonders in 1932.

As Our Readers See It

OPINIONS expressed in this column are those of readers of Automotive Daily News and do not necessarily represent the views of its editors or owners. Readers are cordially invited to use this space to discuss any problems of interest to the automotive industry as a whole.

Chevrolet-Ford Editorial Stirs Dealer to Verse

Automotive Daily News: As a Ford dealer, I have read with considerable interest your various remarks concerning the Ford Motor Company and took especial note of an editorial of January 11, captioned "Chevrolet and Ford." There is one angle that is very important to Ford dealers that you did not suggest, and I have given it so much thought that it has resolved itself into the following jingle:

Four or an eight?
Four or an eight?
Will Ford bring out something
Before it's too late?

Five or a seven—
(And that's a joke).
Will Ford make his new car
Before I go broke?

Again, and may I take this opportunity of telling you that we find the Automotive Daily News a very important part of our daily routine. We look to it to keep us abreast of all that is going on in the automotive field. Every morning there are at least six men in this organization who find that they cannot properly start a day's work without first looking over your paper.

The writer finds your accumulative registration figures, which you publish from time to time, especially valuable in comparing our deliveries with state and national averages. Quite frequently I find something in your paper that helps to make our sales meeting interesting.

A DEALER.

MARTIN CADILLAC CO. ADDS OLDSMOBILE LINE

Atlanta, Ga., Jan. 14. — Martin Cadillac Company, headed by R. H. Martin, has acquired the franchise for distribution of Oldsmobile cars in Atlanta, it was announced here yesterday. The company will in the future be known as the Martin Cadillac, Oldsmobile Company.

G. M. TO CENTRALIZE SOUTHEASTERN SALES

Atlanta, Ga., Jan. 14.—R. H. Grant, vice-president of General Motors, has formally announced plans for centralization of all Southeastern sales activities of the Cadillac, Buick, Olds and Pontiac divisions of General Motors, preparatory to an intensified sales drive.

The former activities of separate organizations for the four divisions in Georgia, North and South Carolina, Florida, Alabama and part of Tennessee will be handled by the S. E. Sales Company, with headquarters in Atlanta, it was stated.

TRUCK AND BUS TAXES GAIN IN OKLAHOMA

Oklahoma City, Okla., Jan. 14.—Officials of the Oklahoma Tax Commission report that collection of the state motor vehicle carrier tax on buses and trucks showed a gradual gain toward the end of 1931, despite a decrease in cost of collection. Commission officials said heavy truck transportation in Oklahoma is steadily gaining in volume, while there are declines in other transportation lines.

COMING EVENTS

JANUARY

9-16—New York City. National Automobile Chamber of Commerce. National Automobile Show.
9-16—San Francisco. Annual Automobile Show, West Coast-San Francisco Motor Car Dealers Association.
9-17—Los Angeles. Annual Automobile Show of the Los Angeles Motor Car Dealers Association.
16-18—Detroit, Mich. National Tire Dealers Association, annual meeting.
16-23—Newark, N. J. Newark Automobile Dealers' Association's annual show
16-23—Buffalo, N. Y. Annual automobile show of Buffalo Automotive Trade Association, Inc., 174th Regiment Armory
17-23—Cincinnati. Automobile show of Cincinnati Automobile Dealers' Association
16-23—Milwaukee. Annual Automobile Show, Milwaukee Automotive Trades, Inc.
16-23—Omaha, Neb. Annual show, Omaha Auto Traders Association.
18-20—Chicago. National Wheel and Rim Association, Edgewater Beach Hotel, convention.
18-23—Philadelphia, Pa. Philadelphia Auto Trade Association, show.
18-23—Portland, Me. Annual Automobile Show.
18-23—Brooklyn, N. Y. Brooklyn Motor Vehicle Dealers' Association, show.
18-23—Louisville, Ky. Louisville Automobile Dealers' Association, show Garland Lea, manager.
18-23—Rochester, N. Y. Annual Automobile Show, Rochester Automobile Dealers Association, Inc.
21-24—Dubuque, Ia. First Annual Automobile Show, Dubuque Automobile Dealers' Association.
23-28—Columbus, O. Annual Automobile Show, Columbus Automobile Dealers Company. Auditorium.
22-30—New York. National Motor Boat Show, Grand Central Palace.
23-30—Detroit Mich. Annual show Convention Hall.
23-30—Baltimore. Annual Automobile Show.
23-30—Minneapolis. Annual Automobile Show of Minneapolis Automobile Trade Association.
23-30—Pittsburgh. Annual automobile show of Pittsburgh Automobile Dealers' Association, Motor Square Garden.
25-29—Detroit, Mich. Society of Automotive Engineers, annual meeting. Bok Cadillac Hotel.
25-30—Paterson, N. J. Annual Automobile Show, Paterson Auto Trade Association, Armory.
30-Feb. 6—Washington, D. C. Washington Automotive Trade Association, show.
30-Feb. 6—Cleveland. Annual Automobile Show of the Cleveland Automobile Manufacturers and Dealers Association, Public Auditorium.
30-Feb. 6—Chicago, Ill. National Automobile Chamber of Commerce. National Automobile Show
30-Feb. 6—Chicago, Ill. Automobile Salon Hotel Drake.

FEBRUARY

4-6—Springfield, Ill. Annual Automobile Show, Springfield Automobile Dealers Association, State Arsenal.
6-13—St. Paul. Annual Automobile Show St. Paul Automobile Dealers, Inc.
7-13—St. Louis. Annual Automobile Show. St. Louis Automobile Dealers Association. New Mart Building.
10-13—Trenton, N. J. Annual Automobile Show, Trenton Automobile Trade Association.
13-19—Indianapolis, Ind. Indianapolis Automobile Trade Association Show. Earl G. Henry, Mgr.
13-20—Kansas City, Mo. Annual Automobile Show. Kansas City Motor Car Dealers' Association. American Royal Building.
13-20—Los Angeles, Cal. Automobile Salon Hotel Biltmore.
17-21—Peoria, Ill. Automobile Show.
22-March 5—San Francisco, Cal. Automobile Salon. Palace Hotel.

MARCH

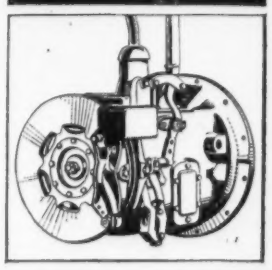
3- 5—Gary, Ind. Automotive Trade Association, annual show. A. H. Travers, chairman.

New York Show Events

FRIDAY, JANUARY 15

12.30 Noon—Hudson-Essex Dealer Luncheon, Commodore.
——Oldsmobile Dealer Meeting, Waldorf-Astoria.
12.30 Noon—Graham-Paige Dealer Luncheon, Essex House.

CAN YOU STOP ?



Safe high speed operation demands a powerful reserve brake . . . an emergency brake that can be depended upon should service brakes prove inadequate for any reason . . . an emergency brake that will alone handle the load should service brakes fail entirely.

Truck and bus manufacturers realize this need more and more each year, due to higher speeds of all vehicles and greater road congestions. That is why leading makes of trucks and busses come equipped with Tru-Stop Emergency Brakes . . . why practically every other manufacturer includes Tru-Stop Brakes as optional equipment . . . and why every standard-make transmission has provision for mounting Tru-Stop Brakes.

Specify Tru-Stop Emergency Brakes for your next trucks and busses.

Two or four fan-shaped brake shoes compress against a forged steel air ventilated disc.

The Tru-Stop Brake is self-equalizing. Natural lining wear is quickly and easily taken up. Relining is simply a matter of replacing the brake shoes. Adjustment or replacement if necessary, can be made by any driver, any time.

AMERICAN CABLE CO., Inc.
Automotive Division
BRIDGEPORT, CONNECTICUT
3-111 General Motors Building,
Detroit, Michigan

An Associate Company of the American Chain Company, Inc.

TRU-STOP

A REAL EMERGENCY BRAKE

PONTIAC CANADIAN DEBUT ON SATURDAY

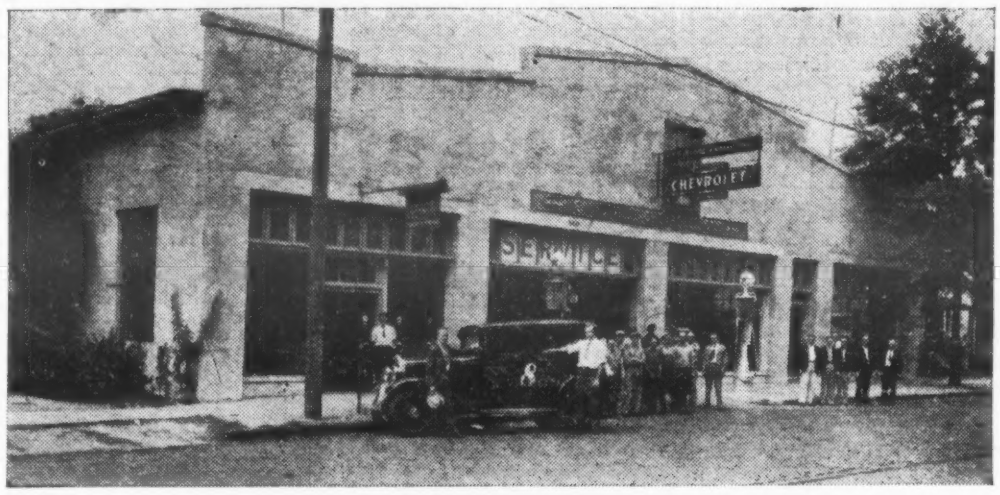
Toronto, Canada, Jan. 14.—First presentation of the 1932 Pontiac car to the trade took place the beginning of this week when 200 dealers and salesmen from the Toronto zone gathered in this city to view the car and hear details of the sales and advertising program for the new year. The dealers were told that they could have cars in their showrooms ready for when the new model is announced to the public this coming Saturday.

W. C. Herring, general sales manager of the entire General Motors line in Canada, in speaking on "The Outlook for 1932," stressed the necessity for greater activity and aggressiveness, pointing out the increased advertising and merchandising plans for 1932 planned and under way for every one of the General Motors cars.

D. M. Harvie, zone promotion manager, asked the dealers present to observe complete secrecy regarding the 1932 car prior to its official introduction to the public in Canada on Saturday, January 16. Motion pictures were shown of the activities of the Fisher Body Craftman's Guild, which is sponsoring a coach-building contest in Canada this year as well as the United States.

The 1932 Pontiac in Canada is being manufactured in six-cylinder capacity only, and for the time being at least, will not be marketed in eight-cylinder models. In the United States the car is being made both in six and eight cylinder models.

Florida Dealer Gets Official Recognition



The accompanying photograph shows the new quarters of the Gainesville Chevrolet Company of Gainesville, Fla. The building, 100 by 200 feet, is of fire-proof concrete construction and equipped with all modern appliances, including high-pressure water pump for wash rack, grease hoist, specially lighted Duco room, separate body repair room, with special Fisher body tools, a full complement of Chevrolet tools and shop equipment and space for eight jobs on the line at one time.

Large show rooms and the parts department occupy the front of the building, and the sales and bookkeeping offices are located between the shop proper and the show rooms.

The Chevrolet Motor Company has this shop and parts department rated as the best in the Jacksonville zone for the month of December, and has awarded a suitable plaque as a trophy for such rating.

The officers of the company are: J. Simms Gardiner, president; C. Ben Riddick, vice-president, and J. A. Chadwick, secretary and treasurer. Mr. Gardiner is in active charge of the used-car department and Mr. Chadwick acts as new car sales manager.

Eighteen employees are constantly striving to please the public and to fulfill the company's pledge to render "service at fair prices."

WILLYS TO PRESENT LINE IN CANADA ON JANUARY 16

Toronto, Canada, Jan. 14.—Presentation of the 1932 Willys-Overland and Willys-Knight automobiles will be made to the Canadian public on Saturday, January 16, one week before the opening of the Spring Motor Show at Montreal, Que., it was announced at the Willys-Overland dealer meeting held in this city, at which more than 300 of the company's dealers and distributors attended from points as far distant as the Pacific coast. In the company's retail showroom on Bay Street, twenty-one models of Willys-Overland and Willys-Knight cars for 1932 were on display for the dealers.

In addressing the meeting, T. A. Russell, president of the Willys-Overland organization in Canada, stated that the company was now in full production on its 1932 models and ready to make immediate delivery. He urged dealers to weigh up carefully their immediate requirements for cars, and to lose no time in getting the new models into the hands of purchasers and out on the street.

The parent company in the United States is celebrating its twenty-fifth anniversary, Mr. Russell himself having been in the automobile business in Canada as a manufacturer for the past thirty years. In the early days of the business he formed the Russell Motor Car Company in this city, later linking up with the Willys-Overland Company and manufacturing the Overland and Willys-Knight products for Canada and export.

DARDELET SELF-LOCKING THREAD ADOPTED BY REO AND DURANT

New York, Jan. 14.—Reo specifications for 1932 include Dardelet Self-Locking Threads for such important applications as connecting rod bolts and universal joint bolts.

The new Durant will be assembled throughout with Dardelet-threaded bolts and nuts.

WILLARD BATTERY PLANS $100,000 COAST EXPANSION

Los Angeles, Jan. 14.—The Willard Storage Battery Company plant at 5700 East 9th St. will immediately make expansions to cost about $100,000, according to C. H. Starr, vice-president and general manager. New construction will include an additional building for a lead-oxide mill with machinery and equipment, an acid-reclaiming plant and increased administration building floor space.

The Los Angeles factory was opened to operation in January, 1930, and was located here after an exhaustive survey of the comparative manufacturing and distribution advantages between the Los Angeles and San Francisco districts.

Mr. Starr, in announcing the expansion, stated that they would effect further production economies and give increased capacity. The local factory's business in 1931 was greater both in volume and in net profits than in 1930, more Willard batteries having been sold in the Pacific Coast territory than ever before.

PEELER OPENS CADILLAC BRANCH AT PALM BEACH

Miami, Fla., Jan. 14.—Stanley Peeler, vice-president and general manager of Nolan-Peeler Motors, Inc., dealers for Cadillac, LaSalle and Pontiac automobiles, has opened a branch sales and service for Cadillac and LaSalle at 420 5th St., West Palm Beach, for owners in the Palm Beach territory.

WISCONSIN AXLES

Maintenance costs are cut to the bone—reliability attains a new standard of comparison—where trucks and buses are equipped with Wisconsin Axles.

WISCONSIN AXLE CO.,
Oshkosh, Wisconsin.

EVERY YEAR SINCE 1909

BROCKWAY - INDIANA has stood for the principle of building motor trucks on special standards to meet the specific demands of the various truck using industries.

Trucks built to fill the requirements of the user rather than the requirements being adjusted to fit the truck.

BROCKWAY MOTOR TRUCK CORPORATION
General Office
Cortland New York

Cumulative New Commercial Car Registration Statistics, December, 1931

Returns for today: Arkansas, Delaware, Florida, Maryland, Minnesota, North Dakota, Rhode Island, South Carolina, South Dakota, Utah, West Virginia and Wisconsin.

Figures in this table are from R. L. Polk & Co. of Detroit, with the exception of Illinois, which are supplied by the Robinson Advertising Service, Springfield, Ill., and New Jersey, which are furnished by the New Jersey Motor List Co., New Car Division., Trenton, N. J. Readers desiring county, city or town lists, or lists of owners in any given section, may obtain these by addressing any of these three companies. Some of this data has been published previously, but it is given here complete for the convenience of our subscribers. In this table, 13 states.

States	Autocar	Brockway-Indiana	Chevrolet	Diamond-T	Dodge	Federal	Ford	G. M. C.	International	La France-Republic	Mack	Pierce-Arrow	Reo	Sterling	Stewart	Studebaker	Whippet	White	Willys	Willys-Knight	Miscellaneous	Totals	States
Arkansas			9				2		1													12	Arkansas
Delaware	1		9		1		14	2	5				1									33	Delaware
Florida			184		12	2	261	5	23		1		11			1		1	1			502	Florida
Illinois		1	64	15	15	2	105	18	39		1		4		1	2			1		3	271	Illinois
Maryland	6	6	87	6	12	4	63	4	25				9			1	1	3	2	1	1	231	Md.
Minnesota			65	5	5	2	58	3	23				5			1			3		2	172	Minn.
North Dakota			3		1		4		4													12	N. Dakota
Rhode Island	2		17		4	2	34	3	6				5		1	2		1				77	Rho. Isl.
So. Carolina			64		3	1	27	3	2	1	4					2						107	S. Ca'lina
S. Dakota			20		2		11		6							4			1			44	S. Dakota
Utah			8				14	3	1							1					2	29	Utah
W. Virginia			66	1	10	1	54	8	20				6		1	3		2	7		7	186	West Va.
Wisconsin			77	2	9		57	7	19	1	1		3	1		7		5			11	200	Wisconsin
Totals	9	7	673	29	74	14	704	56	174	2	7		44	1	3	24	1	12	15	1	26	1876	Totals
Arkansas, '30			6				9		2													17	Ark., '30
Delaware, '30		1	22				28	2	7						1							61	Del., 1930
Florida, 1930		1	179		15	1	430	2	20		2		3					8	2		2	665	Fla., '30
Illinois, 1930	2	4	134	15	37	2	282	3	70		11		4	1			1	3	2		16	587	Ill., 1930
Maryland, '30	5	1	89	14	16	1	155	7	19		9		4			2		8	1		8	339	Md., 1930
Minnesota, '30			105	2	11	1	159	1	23				3			3		1	4		9	322	Minn., '30
N. Dakota, '30			7		1		14	2	5							1						30	N. D., '30
Rhode Isl., '30		1	16		6	2	47	1	7				6			1		1			2	90	R. I., '30
S. Ca'lina, '30		2	87		4		92	3	3												2	193	S. C. 1930
S. Dakota, '30			34	2	6		37	1	19				4			4			3		2	112	S. D., '30
Utah, 1930			15		3		36		1				1									56	Utah, 1930
West Va., '30		2	96	1	13	1	148	8	16	1			3		2	2	2	3	1		5	304	W. V., '30
Wisconsin, '30			73	4	18	4	145	3	22					8		1		1	4		10	293	Wis., 1930
Totals	7	12	863	38	130	12	1582	33	214	1	22		28	9	3	14	3	25	17		56	3069	Totals

Trade Association News

Minnesota's New Dealer License Law in Operation

By B. F. SWANSON
President Minnesota Motor Trades Association

The new dealer license law, which was passed upon the recommendation of the association, became effective January 1 of this year. The law as written, should accomplish two general purposes.

1. The elimination of curb-stoners, bootleggers, unethical used car dealers and other undesirable elements in this business.

2. Give the legitimate dealers wider use of their dealer license plates.

We wish to call your attention to the definition of a dealer, which is as follows: "Any person, firm or corporation regularly engaged in the business of manufacturing or selling, purchasing and generally dealing in new and unused motor vehicles, having an established place of business for the sale, trade and display of new and unused motor vehicles, and having in its, his or their possession new and unused motor vehicles for the purpose of sale or trade." Only dealers coming under this definition can become licensed.

You are already acquainted with the "intransit" license plate provision.

The law is very liberal relative to the use of these new dealer license plates. It reads as follows: "Motor vehicles, new or used, bearing such number plates (that is, dealer license plates, owned by such dealer may be driven upon the streets or highways of this state by such dealer or any employee of such dealer." This means, of course, practically unlimited use of these plates, but the car on which they are used must be legally owned by the dealer and driven by him or one of his employees.

You may now lawfully loan a prospective purchaser a new or used passenger automobile for demonstration purposes for a period of forty-eight hours and such cars may be used with the dealer's license plates. A truck may be loaned for demonstration with dealer number plates for a period of seven days.

We have been reliably informed that the automobile dealers of Minnesota saved approximately $75,000 in 1931 because of the new law relative to the abatement of personal property tax on new automobiles, which was passed at the last meeting of the Legislature, through the efforts of this association. It is further estimated that the other activities of the association have been responsible for the saving of about $50,000 during 1931.

This means that your association has saved the industry of Minnesota approximately $125,000 in one year, on an investment of less than $20,000.

The twelfth annual meeting of the Minnesota Motor Trades Association will be held in St. Paul Tuesday, February 9, at 9.30 a. m., in the new Municipal Auditorium.

An unusually strong program is being aranged. Our old friends, C. A. Vane of the National Automobile Dealeds' Association, and James Dalton, of Motor, will be with us. B. V. Moore, vice-president of the First Minneapolis Trust Company, has also been added to this program. Mr. Moore will discuss the problems of retailers and the "Lessons of the Depression."

A service man of national repute and another speaker are to be added to this program.

There will be no "ballyhoo" at this meeting. We are making every effort to present you with the actual facts in the present-day business situation, hoping to help you build more soundly for the future.

Secretary of the Treasury Andrew Mellon has suggested to Congress that a sales tax be levied against automobiles as a means of increasing the revenue of the Federal government.

The automotive industry is already carrying more than its fair share of the tax burden. Automobile owners are already paying a terrific tax. This tax is discriminatory and would seriously handicap your business.

If you are opposed to this tax, as we believe you should be, we suggest that you write a letter to both Senator Schall and Senator Shipstead, and also to your congressman, registering your objections to the imposition of this tax.

There is no doubt but that all present Federal taxes will be increased and new ones levied. Those industries which produce the soundest arguments against additional taxation and which are most insistent will probably be the least affected. Therefore, it is up to you to do what you can.

CLASSIFIED ADVERTISEMENTS IN THE AUTOMOTIVE DAILY NEWS BRING RESULTS

JERSEY CITY'S SHOW SPACE ALL SOLD OUT

Jersey City, N. J., Jan. 14.—Every foot of space in the Hollywood Salon has been sold, it was announced today, for the display of automobile models for 1932 during the Jersey City show to be held the week beginning January 23.

Among the latest to contract for space at the show are Harold Williamson of the Pierce-Arrow Sales Company, Everett Cox Company, August Southworth of the Hudson County Buick Company and William Fass of the Hudson-Essex Sales Company. It is now definitely assured that over twenty makes of cars will be represented at the show and that over 100 new cars will be on the floor.

M. J. Lanning, Chevrolet dealer, is in charge of arrangements for the Jersey City Kiwanis Night to be celebrated at the show. Assisting on that committee will be Jack Kennedy, Harold Williamson and Reuben Bennett, who are all Kiwanians, as well as car dealers. Bennett is president of the Bayonne Kiwanis Club and will have his club at the show. Frank Galland, manager of the show, is president of the North Hudson Kiwanis Club.

NEW COMMERCIAL CAR REGISTRATIONS FOR FIRST

Name of Truck	Alabama	Arizona	Arkansas	California	Colorado	Connecticut	Delaware	Florida	Georgia	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana	Nebraska
Autocar				81	1	38	14		6	4	41	1			3		5	67	239	17			11		
Brockw'y-Indiana	4	4	3	30	1	26	2	5	18		51	86	16	9	33	3	5	40	86		1	1	44		1
Chevrolet	1602	372	984	4320	1126	1413	331	1702	1830	478	4552	3216	2884	2152	1531	1573	1557	1455	2510	2767	2586	912	4239	520	1628
Diamond T	2			49	1	39		1	1		411	48	39	46	31	16	16	67	59	31	99		124	2	17
Dodge	47	30	61	980	144	327	11	77	86	88	627	388	295	221	176	141	293	163	633	355	283	33	403	58	150
Federal	13		1	71	12	101	1	17	13		78	13	5	2	13	2	6	32	107	78	32	2	62	3	12
Ford	1330	713	1297	10737	1915	2223	427	2634	2309	823	6030	3431	2919	2032	1526	1872	2152	1807	6236	5536	2971	951	4155	862	1840
G. M. C.	58	12	11	381	85	136	17	14	48	24	305	252	60	57	96	41	35	137	573	261	107	17	212	24	64
International	243	56	197	552	230	286	86	159	226	92	1240	719	747	489	355	431	174	358	587	475	727	142	700	252	482
La France-Rep'lic	5			29	1	20			3	1	6	4	2	3	1			7	32	41	31	2	8	1	
Mack	8		18	121	7	126	7	16	17	3	82	15	18	12	27	13	36	117	195	23	28	3	49	5	20
Pierce-Arrow				3		7												4	3	4	1				
Reo	21	11	11	415	48	200	18	49	36	21	123	95	158	52	64	16	72	115	306	233	142	9	101	27	40
Sterling	1			131		12					54	3		1			7	6	94	1	6		27	1	
Stewart	3	7		40	1	49	3				28	51		9	10		5	8	38	5	3		6	1	1
Studebaker	15	20	1	219	61	93	4	2	10	10	156	142	157	86	67	8	95	51	134	80	119	4	82	16	69
Whippet	8			5	3		1	4	4		15	8	3	3	2	2		5	1	6	4		19	3	3
White	19	2	9	143	33	56	2	44	56	10	56	11	17	17	29	32	11	65	184	22	45	8	62	13	14
Willys	9	7	3	80	59	48	1	6	9	22	129	129	83	78	57	11	44	27	37	64	142	7	88	13	69
Willys-Knight				16		1		5	1	1	13	16	3	4	1	1	3	5	3	1	6		10		1
Miscellaneous	12	8	5	821	65	79	9	18	13	17	518	116	50	64	32	12	10	97	189	152	75	5	219	28	34
Totals	3400	1242	2601	19224	3793	5280	934	4753	4686	1594	14515	8744	7456	5337	4054	4174	4526	4633	12246	10152	7408	2096	10621	1829	4445

NEW COMMERCIAL CAR REGISTRATIONS FOR FIRST

Name of Truck	Alabama	Arizona	Arkansas	California	Colorado	Connecticut	Delaware	Florida	Georgia	Idaho	Illinois	Indiana	Iowa	Kansas	Kentucky	Louisiana	Maine	Maryland	Massachusetts	Michigan	Minnesota	Mississippi	Missouri	Montana	Nebraska
Autocar		1		99		51	33	1	14	4	70	3		1	4		7	84	256	31			32		
Brockway-Indi'na	12		3	30	12	76	20	41	50		82	219	7	12	43	51	24	98	170	26	37	2	98		11
Chevrolet	2631	433	1289	5231	1883	1274	330	1614	1656	723	5834	3183	3365	3725	1602	1642	1546	1438	2270	3534	2925	2276	4887	680	2313
Diamond-T	1			54	1	86	4				613	57	33	16	19	3	12	76	144	50	107	1	155	1	17
Dodge	90	101	76	1106	191	380	20	93	103	60	719	326	272	321	184	107	225	188	739	390	339	85	508	67	174
Essex	1	1		39	6	23	3	6	3		9	24	10	9	5		9	7	56	25	10	2	13	1	3
*F. W. D.				8																	1				
Fargo	4	6	4	32	30	29	2	1	1	4	88	33	25	60	18	1	12	20	66	38	37	2	33	30	11
Federal	38		3	124	5	65		21	16		123	23	23	3	8	3		43	120	135	38	3	91	5	4
Ford	2638	1007	1665	14387	2790	2379	566	3317	2649	1255	8270	4818	3523	3743	2295	2288	2107	2616	6897	8816	4903	2646	6414	1214	3156
G. M. C.	82	29	42	684	160	176	51	46	72	38	343	308	117	127	124	55	44	132	471	373	148	50	303	38	121
International	243	60	285	574	306	253	49	151	183	137	1452	659	1223	620	406	287	234	332	626	561	836	211	889	394	617
Mack	45	4	9	256	11	229	11	25	26	12	161	2	50	8	38	30	28	154	322	51	39	20	87	14	27
Paige	1	2	1	26	1	15		2	5	2	16	10	4	3	1		2	2	16	25	5		25	1	11
Relay				2	4	9		1			16	35	2		10			3	2	5	7		7		
Reo	34	19	16	704	67	206	21	49	28	29	243	142	152	103	77	19	107	122	334	221	159	25	143	36	44
Republic	4	5		36		3	1		2	1	15		4	21	5			18	9	65	5	2	12	1	
Rugby		7	2	104	19	2	2	5	6	8	13	6	21	8	6	2		4	10	24	18	2	17	9	4
Sterling				239		19				2	75						7	13	125	9			13		
Stewart	2	21		53		118	10				32	85	3	32	3			33	99	10			23		1
Studebaker	14	21	1	137	17	44	2		7	5		59	30	28	20	4	32	23	58	28	38	11	46	7	23
Whippet	15	1	5	40	15	15	3	18	17	3	146	53	23	29	19	3	16	14	53	40	53	22	107	17	23
White	59	10	31	325	42	61	7	50	64	7	159	34	20	41	38	43	13	148	206	60	65	16	87	21	28
Willys	13	4	15	35	101	20	2	9	15	10	69	68	117	57	23	12	43	17	31	66	114	6	100	23	31
Willys-Knight	4	2		26	1	10			4	5	34	15	17	89	5	2	10	6	14	8	16	1	19	3	9
Miscellaneous	5	8	14	1146	59	120	7	6	8	11	868	71	57	33	82	23	1	108	133	191	70	6	228	15	50
Totals	5936	1742	3461	25497	5721	5663	1144	5456	4931	2316	19450	10233	9098	9089	5035	4575	4479	5699	13207	14782	9970	5389	14337	2577	6728

*One month's report; previously carried in the miscellaneous column.

AUTOMATIC CENTRAL TRUCK LUBRICATION DISCUSSED BY SCAIFE

Discussing automatic central lubrication for heavy vehicles, A. J. Scaife says:

"We do not all agree as to the method, but we do as to the need of adequate lubrication for the chassis bearings of trucks and buses. The fact that operators all over the world are acknowledging the inadequacy of the antiquated point-by-point method for the present high speed, reliable type of service demanded of these vehicles is a tremendous step forward. It points the manufacturers' way to something constructive.

"While the large operators have insisted on regular and consistent application, it has gradually become evident that there still persists too many breakdowns and too much service due to incorrect lubrication. However, dozens of years of this old method have established these facts: (a) The shorter the time between greasings the better the results, (b) the larger the oil content of the grease the better the condition of the bearing and (c) the greater the body content the less frequent the need of application. Because (b) depends upon (a), which is not generally feasible, the result has been the favoring of a heavy grease, particularly for king and spring bolts.

"The first count against grease is that the only useful portion is the oil, so that quite a percentage of the material is inactive, except to hold the oil in position.

"The type of bearing most generally encountered on the chassis is of the oscillating type, where the loaded surfaces are continually wiping away the lubricant under heavy pressures. Bounces momentarily relieve the pressure, or even entirely separate the surfaces at which time the lubricant should flow back over these areas. Oil will do so, due to capillary action and surface tension, but loading the oil to form grease destroys this capacity.

"Thirdly, the method of application is through greasing connections, which, even if properly cleaned, allow some dirt to enter the bearing, and, consequently, to form, with the soap separated out in the drilled passages, almost a cement plug. This, coupled with very small clearances and extremely viscous lubricant (particularly in winter), has given the impression that tremendous pressures are always necessary to carry the lubricant to the bearing surface. Many would be surprised to know that no pressure is required to carry oil to the loaded surfaces. In fact, with the slightest encouragement it is impossible to keep it out. But, of course, gravity must be circumvented when it is desired to keep oil on the upper surface of a spring bolt, for example.

"Then too, many pounds of lubricant are wasted by 'visibly' greasing the bearings all over the floor. While some of this may tend to clean out the accumulation of dirt in the bearing, the curious point is that generally the easiest way out for the grease is through the clearances, which will always be on the unloaded, and therefore cleanest, surfaces.

"Consequently for every type of bearing a different type of lubricant has been developed to obtain the best results for that particular size, location or temperature. As a matter of fact, not only could all these use the same material, but they would have a much longer life —provided that the lubricant were pure oil applied with sufficient frequency.

"Much greater reliability, neatness and serviceability may be achieved by uniting the bearing feeding elements into a unit system, providing against all breakage and dirt hazards, and spending some thought on simple and inexpensive design suitable for the unit pressures to be encountered. To produce these results the equipment must be automatic, adequately clean the oil and deliver it in the quantities suitable for individual bearing needs, and without permitting the season or viscosity of the oil to affect it."

BENDIX AVIATION ADDS 200 NEW STOCKHOLDERS

Chicago, Jan. 14.—Since January 1, 1932, Bendix Aviation Corporation has added more than 200 common stockholders to its list. Majority of this increase is understood to have been brought about by small-lot purchases for cash. From July 1 to December 10 last year the number of common stockholders increased to 18,250 from 14,000. There are presently about 18,500 common stockholders averaging 114 shares, against an average holding of 150 shares on July 1, 1931.

As of December 10, 1931, less than 375,000 shares of common stock were in the hands of brokers, or about 18 per cent. of the 2,097,663 total shares outstanding as of September 30, 1931. In 1929 brokers held 46 per cent. of the total shares outstanding at that time.

OKLAHOMA'S EXTRA TAX ON GASOLINE YIELDS $734,788

Oklahoma City, Okla., Jan. 14.—The Oklahoma Tax Commission reports that the extra 1-cent gasoline tax, in effect betwen March 26 and December 30, last year, produced $734,788.08 for the state highway construction fund, after the $1,000,000 appropriated by the last legislature for emergency relief had been paid off.

METAL WORKING PLANTS SHOWING JAN. GAINS

Springfield, Mass. Jan. 14.—Employment figures recorded with Western Massachusetts Employers' Association from twenty-six metal-working establishments in the territory show 12,267 employed in the last week of December, as against 13,066 in the last week of November. The fact that the latest report covers a week when a number of concerns were closed down or operating a reduced force on account of inventory-taking accounts for the reduction in the number employed being considerably larger than was shown in returns for the month preceding, in the view of A. R. Tulloch, secretary.

It is understood that December as a whole was marked by a slight reduction from the November level, and it is expected that January will show considerable improvement over December. The latest figures reveal slight gains in motorcycles, electrical products and textile machinery, and small recessions in machine tools, small tools and machine shop operations in general. Foundry work and special machinery were running in about the same volume as previously.

CLASSIFIED ADVERTISEMENTS IN THE AUTOMOTIVE DAILY NEWS BRING RESULTS

ELEVEN MONTHS OF 1931 BY MAKES AND STATES

Name of Truck	Nevada	N. Hampshire	New Jersey	New Mexico	New York	No. Carolina	North Dakota	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	So. Carolina	South Dakota	Tennessee	Texas	Utah	Vermont	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Dist. of Col.	Totals
Autocar	2	4	102		573	7		43		4	262	21				2		1	24	2	9			53	1,637
Brockw'y-Indiana	1	14	90	1	622	1	4	67	12		209	9	14	1	8	40		5	25		15	4		4	1,615
Chevrolet	157	627	3385	581	7510	2761	427	3718	1687	822	5664	388	1352	585	1328	6357	515	348	2809	1047	1148	3093	358	440	95,347
Diamond T		28	129	15	478	27	3	44	8	1	162	20		40	6	50		5	14	9	22	163		49	2,372
Dodge	31	48	667	39	1671	240	70	575	179	84	1469	114	83	83	126	295	52	69	214	141	192	254	55	57	12,878
Federal		10	86	1	142	5		50	25	32	108	2	7	1	71	40			30	13	2	41	1	8	1,391
Ford	337	1049	5639	654	13704	2706	473	5846	1594	1582	9259	1008	1196	513	1174	6077	724	598	2736	2129	1397	3152	516	1067	133,858
G. M. C.	17	28	418	12	885	88	15	352	78	57	444	96	28	8	61	139	53	26	122	104	82	155	13	108	6,416
International	23	68	650	114	2042	274	359	881	210	1 49	1378	73	76	278	217	1474	100	138	287	243	237	595	83	99	20,053
La France-Rep'lic		4	14		44	12		23	4	13	64	4	1		2	1			21	1	6	6		2	419
Mack	12	23	256		841	19	1	78	4	34	355	27	22	2	10	33	8	4	35	26	10	17	1	16	2,800
Pierce-Arrow			6		14			1		1	3					1						2		1	51
Reo	11	38	248	14	642	36	18	255	32	51	450	78	13	17	23	146	42	36	37	68	62	114	14	10	4,838
Sterling	1	2	54		115			21		16	99	5			6					5	2	42		6	717
Stewart		19	68		590			89			242	3			1	1		1	5		2	29		1	1,320
Studebaker	6	22	108	5	284	15	21	252	20	32	269	24	11	68	30	79	24	13	22	104	47	148	31	9	3,345
Whippet			3	3	11	1	4	5	2		25			3	1	9	2		1	3		7	2		181
White	11	4	176	7	444	25	1	209	10	32	227	6	9	1	37	68	8	3	61	46	13	20	8	42	2,428
Willys	1	18	71	3	290	30	20	200	16	6	317	8		16	27	59	5	54	22	24	72	180	11	2	2,674
Willys-Knight			6	1	21	1	1	3	3	1	11	1		1	2	3			1	2		1			150
Miscellaneous	16	4	361	11	864	251	7	464	29	89	476	23	40	12	15	170	29	2	94	225	48	176	11	98	6,163
Totals	626	2010	12537	1461	31787	6499	1424	13176	3913	3006	21493	1950	2852	1629	3145	15044	1562	1303	6560	4192	3366	8199	1104	2072	300,653

ELEVEN MONTHS OF 1930 BY MAKES AND STATES

Name of Truck	Nevada	N. Hampshire	New Jersey	New Mexico	New York	No. Carolina	North Dakota	Ohio	Oklahoma	Oregon	Pennsylvania	Rhode Island	So. Carolina	South Dakota	Tennessee	Texas	Utah	Vermont	Virginia	Washington	West Virginia	Wisconsin	Wyoming	Dist. of Col.	TOTALS
Autocar		1	158		373	11		128	14	15	420	36				9		1	35	3				43	1,938
Brockway-Indi'na	1	37	279	12	1338	2		152	43	1	416	19	12	5	24	49		26	72		30	25		8	3,675
Chevrolet	124	591	3258	743	7801	2424	727	4569	2827	977	6023	441	1436	923	1769	8220	591	388	3428	1399	1338	3961	307	299	112,848
Diamond-T		48	153	4	583	6	14	55	8		140	10		25	8	24		15	4		21	167	1	31	2,767
Dodge	64	60	782	37	1620	197	52	669	328	102	1611	126	54	84	178	437	69	78	241	170	253	328	73	69	14,546
Essex		1	26		101	7		34	3	7	67	2	2	2	5	15	2		5	3	4	7		2	560
*F. W. D.																									9
Fargo	2	4	49	6	141	10	28	61	36	15	110	24	6	12	5	80	1	6	11	31	12	30	8	1	1,276
Federal	1	10	108		213	4		109	78	54	200	32	18	5	79	41		2	43	24	10	71	1	7	2,006
Ford	323	1209	7065	941	16943	2917	919	8959	3453	2260	12986	978	1766	1128	2156	9741	1237	845	3750	3409	1874	5364	572	1025	188,179
G. M. C.	23	31	394	14	1158	71	23	516	175	93	642	91	40	28	129	253	43	20	157	175	135	228	15	68	8,656
International	16	76	493	71	1774	222	509	1102	553	165	1515	75	75	570	286	1561	100	145	331	288	320	803	90	42	22,770
Mack	8	31	456		1231	20	1	154	63	53	735	39	22	11	50	73	13	6	56	37	3	25	1	20	4,767
Paige	3	2	22		31	2	1	15	4	4	46	1			5	15	2		1	3	6	5	1	1	346
Relay			13		110		1	42	2		122	1				12			9	1	11	17		3	447
Reo	3	69	313	14	742	30	41	318	64	54	454	64	13	83	47	245	42	51	73	85	86	183	7	20	6,201
Republic			22		7	4		20	2	16	62	2	2	1	8	1			44		9	1	1	2	413
Rugby	1	3	30	2	47	5	9	39	9	26	71	3	3	8	3	27	14	1	6	36	7	17	3	2	671
Sterling	4	2	105		192			28		14	213	11							1	18		68		8	1,166
Stewart		26	69		911			118	2		482	6		1	3	7		9	25		9	45		3	2,241
Studebaker	1	11	68	6	149	5	7	74	13	15	146	13	6	7	17	38	5	3	8	18	10	31		1	1,307
Whippet	2	3	47	8	154	12	9	185	48	9	179	4	2	11	11	58	2	10	18	9	15	58	3	4	1,591
White	4	4	234	11	654	38	2	423	68	52	480	29	18	2	51	176	10	8	85	111	21	33	13	41	4,203
Willys		5	16	15	95	31	34	139	59	11	120	5	2	46	11	93	2	11	43	21	25	114	9		1,958
Willys-Knight	1	2	43	3	60	3	6	62	3	5	50			6	1	9		3	9	3	4	7	1		581
Miscellaneous	13	11	408	2	910	56	6	470	48	118	460	14	39	23	30	116	29	1	124	268	44	177	1	24	6,712
Totals	594	2237	14611	1889	37338	6077	2389	18441	7903	4066	27750	2026	3516	2981	4876	21300	2162	1629	8579	6112	4247	11765	1107	1724	391,834

Major Specifications and Mechanical Details of 1932 Commercial Cars

Make and Model	Capacity—Tons or Lbs.	Chassis Price	Engine	Valve Arr'g'm't	No. of Cyls.	Bore and Stroke	Piston Disp.	Tax H. P.	Max. Brake H. P. and Peak R. P. M.	Type Camshaft Drive	Radiator Make	Clutch Make	Universals Make	Steering Gear Make	Carburetor Make	Fuel Feed Type	Make Electr'l System	Transmission	No. Spds. For.	Rear Axle Make	Rear Axle Type	Final Drive	Final Gear Reduction	Type Service Brakes	Area Service Brakes	Standard Wheel Base	Chassis Wgt.	Standard Tire Sizes Front	Standard Tire Sizes Rear
Am. La France Big Chief	6	6725	Own	L	6	4½x6	411.0	40.8	85@1800	—	—	Own	—	Ross	Zen	Vac	DR	Own	4	Own	2 R	32.8	W4IA	—	226	10600	40x8S	40x8DS
Austin	400	475	Own	L	4	2.2x3	45.6	7.8	13@3000	G	Hex	Rock	Spic	Own	Til	Gra	Aut	W-G	3	Sal	Sp	5.25	O4M	76.5	75	1210	3.75x18	3.75x18
Autocar A	1½-2	3200	Own	L	6	4 x4¾	358.0	38.4	82@2400	G	Per	Long	Spic	Ross	Str	Vac	DR	Own	4	Own	Sp	27.9	LO4ID	460	150	5300	34x7	34x7
Autocar D	2-2½	3500	Own	L	6	4 x4¾	358.0	38.4	82@2400	G	Per	Long	Spic	Ross	Str	Vac	DR	Own	4	Own	2 R	33 5	LO4ID	460	150	5600	34x7	34x7D
†Autocar SH	2½-3	4300	Own	L	6	4¼x4¾	404.0	43.4	92@2400	G	Own	Long	Spic	Ross	Str	Gra	DR	Own	4	Own	2 R	44.0	O2IM	328	114	6770	34x7	34x7D
Autocar SCH	2½-3	4300	Own	L	6	4¼x4¾	404.0	43.4	92@2400	G	Own	Long	Spic	Ross	Str	Vac	DR	Own	4	Own	2 R	44.0	O2IM	328	157	6900	34x7	34x7D
†Autocar H	3	4100	Own	L	4	4½x5½	350.0	32.4	45@1450	G	Own	Long	Spic	Ross	Str	Gra	DR	Own	4	Own	2 R	48.6	O2IM	328	114	6770	34x7	34x7D
†Autocar HS	3½	4600	Own	L	4	4½x5½	350.0	32.4	45@1450	G	Own	Long	Spic	Ross	Str	Gra	DR	Own	4	Own	2 R	54.3	O2IM	516	114	7600	40x8	40x8D
†Autocar SHS	3-3½	4800	Own	L	6	4¼x4¾	404.0	43.4	92@2400	G	Own	Long	Spic	Ross	Str	Gra	DR	Own	4	Own	2 R	54.3	O2IM	516	114	8100	40x8	40x8D
Autocar SCHS	3-3½	4800	Own	L	6	4¼x4¾	404.0	43.4	92@2400	G	Own	Long	Spic	Ross	Str	Vac	DR	Own	4	Own	2 R	54.3	O2IM	516	157	8180	40x8	40x8D
Autocar N	3-3½	4600	Own	L	6	4¼x4¾	404.0	43.4	92@2400	G	Own	Long	Spic	Ross	Str	Vac	DR	Own	4	Own	2 R	41.2	OL4IH	574	174	7990	36x8	36x8D
Autocar TEA	3-3½	5350	Own	L	6	4¼x4¾	404.0	43.4	92@2400	G	Own	Long	Spic	Ross	Str	Vac	DR	Own	12	Own	2 R	101 1	LO4ID	602	192	8900	36x8	36x8D
Autocar TFA	3½-5	6100	Own	L	6	4½x4¾	453.0	48.6	101@2400	G	Own	Long	Spic	Ross	Str	Vac	DR	Own	12	Own	2 R	101 3	LO4ID	602	192	9300	38x9	38x9D
Autocar C	3½-5	5500	Own	L	6	4½x4¾	453.0	48.6	101@2400	G	Own	Long	Spic	Ross	Str	Vac	DR	Own	4	Own	2 R	51.7	O2IM	516	172	9500	42x9	42x9D
Autocar F	7½	6800	Own	L	6	4½x4¾	453.0	48.6	101@2400	G	Own	Br-L	Spic	Ross	Str	Vac	DR	Br-L	7	Tim	Wo	94.0	LT4DV	674	173	11000	36x7S	40x8DS
*Autocar G	10	9000	Own	L	6	4½x4¾	453.0	48.6	101@2400	G	Own	Br-L	Spic	Ross	Str	Vac	DR	Br-L	7	Tim	Wo	100 0	T6IA	720	171	13000	36x8	36x8D
Brockway 80	*8000	1295	Con	L	6	3⅜x4	214.7	27.3	61@3000	C	G & O	Borg	Spic	Ross	Zen	P	Aut	W-G	4	Tim	Sp	—	CB4IM	—	137	3800	6.00x20	6.00x20D
Brockway 90	9000	1525	Con	L	6	3⅜x4⅝	248.2	27.3	65@2700	G	G & O	Borg	Spic	Ross	Zen	P	Aut	W-G	4	Tim	Sp	20 9	CB4IM	292	149	4050	32x6	32x6
Brockway 120	12000	1990	Con	H	6	4 x4½	311.0	38.4	73@2400	G	G & O	Br-L	Spic	Ross	Zen	P	Aut	Br-L	4	Tim	Sp	31.3	L4IH	353	156	5400	32x6	32x6D
Brockway 140	14000	2495	Con	H	6	4 x4½	311.0	38.4	73@2400	G	G & O	Br-L	Spic	Ross	Zen	P	Aut	Br-L	4	Wis	2 R	35.3	L4IHV	356	156	6100	32x6	32x6D
Brockway 141	17000	2953	Con	H	6	4 x4½	311.0	38.4	73@2400	G	G & O	Br-L	Spic	Ross	Zen	P	Aut	Br-L	4	Wis	2 R	46.2	L4IHV	356	176	6500	32x6	32x6D
Brockway 170	17000	3160	Con	H	6	4½x4¾	380.9	40.8	89@2400	C	G & O	Br-L	Spic	Ross	Zen	P	Aut	Br-L	4	Wis	2 R	46.6	L4IHV	380	170	7100	32x6	32x6D
Brockway 175	17500	3660	Con	H	6	4⅜x4¾	427.5	45.9	100@2400	C	G & O	——	Spic	Ross	Zen	P	Aut	—	5	Wis	2 R	45.3	L4IHV	380	170	7200	34x7	34x7D
Brockway 195	19500	3820	Con	H	6	4½x4¾	380.9	40.8	89@2400	C	G & O	Br-L	Spic	Ross	Zen	P	Aut	Br-L	4	Wis	2 R	49.5	L4IHV	471	170	8100	34x7	34x7D
Brockway 220	22000	4560	Con	H	6	4⅜x4¾	427.5	45.9	100@2400	C	G & O	Br-L	Spic	Ross	Zen	P	Aut	Br-L	4	Wis	2 R	50.7	L4IHV	546	170	8400	36x8	36x8D
Brockway 250	25000	5950	Con	H	6	4⅜x4¾	427.5	45.9	100@2400	C	Long	Br-L	Spic	Ross	Zen	P	Aut	Br-L	4	Wis	Wo	63.7	LT4IVA	664	182	10000	40x8	40x8D
Brockway 290	30000	7250	Con	L	6	4¾x5¾	611.4	54.1	116@1800	C	Long	Br-L	Spic	Ross	Str	P	L-N	Br-L	7	Tim	Wo	95.0	T4IA	676	182	10750	38x7P	40x14S
*Brockway 640	40000	9700	Con	L	6	4¾x5¾	611.4	54.1	116@1800	C	Long	Br-L	Spic	Ross	Str	P	L-N	Br-L	7	Tim	Wo	96.9	T4IA	864	212	14000	38x7P	36x10S
Chevrolet	½	355	Own	H	6	3⅛x3¾	194.0	26.3	50@2600	G	Har	Own	Own	Own	Car	P	DR	Own	3	Own	Sp	13.6	O4IM	101	109	*1880	19x4.75	19x4.75
Chevrolet	1½	590	Own	H	6	3⅛x3¾	194.0	26.3	50@2600	G	Har	Own	Own	Own	Car	P	DR	Own	4	Own	Sp	33.4	O4IM	170	157	3015	30x5	30x5D
Chevrolet	1½	520	Own	H	6	3⅛x3¾	194.0	26.3	50@2600	G	Har	Own	Own	Own	Car	P	DR	Own	4	Own	Sp	33.4	——	—	131	2700	30x5	32x6
Commerce Series S 11	1	1600	Bud	L	6	3⅜x4½	241.6	27.3	53@2200	G	Long	Br-L	Blo	Han	Zen	Vac	Aut	Br-L	4	Col	Sp	25.5	L4IH	297	142	3900	30x5P	30x5P
Commerce Series S 11	1½	1900	Bud	L	6	3⅜x4½	241.6	27.3	53@2200	G	Long	Br-L	Blo	Han	Zen	Vac	Aut	Br-L	4	Tim	Sp	29.2	L4IH	297	162	4300	30x5P	30x5DP
Commerce Series 40	1½	2990	Bud	L	6	3¾x5	331.0	33.7	64@2100	G	Long	Ful	Blo	Han	Zen	Vac	Aut	Ful	4	Tim	Wo	34.8	L4IH	394	168	4700	34x5P	34x5DP
Commerce Series S 11	2	2030	Bud	L	6	3⅜x4½	241.6	27.3	53@2200	G	Long	Br-L	Blo	Han	Zen	Vac	Aut	Br-L	4	Tim	Sp	29.2	L4IH	297	162	4500	32x6P	32x6D
Commerce Series 40	2	3240	Bud	L	6	3¾x5	331.0	33.7	64@2100	G	Long	Ful	Blo	Han	Zen	Vac	Aut	Ful	4	Tim	Wo	34.8	L4IH	394	168	4900	36x6	36x6D
Commerce Series 40	2½	3240	Bud	L	6	3¾x5	331.0	33.7	64@2100	G	Long	Ful	Blo	Han	Zen	Vac	Aut	Ful	4	Tim	Wo	34 8	L4IH	394	168	5100	36x6P	36x6D
Commerce Series 60	2½	4580	Bud	L	6	4⅛x5½	410.9	40.8	83@2100	G	Long	Ful	Blo	Han	Zen	Vac	Aut	Ful	5	Tim	Wo	63.0	L4IH	584	175	7000	36x6P	36x6D
Commerce Series 60	3	4680	Bud	L	6	4⅛x5½	410.9	40.8	83@2100	G	Long	Ful	Blo	Han	Zen	Vac	Aut	Ful	5	Tim	Wo	63.0	L4IH	584	175	7100	36x6P	38x7D
Commerce Series 80	3½	5250	Bud	L	6	4⅛x5½	411.0	40.8	83@2100	G	Long	Own	Blo	Ross	Zen	Vac	Aut	Br-L	7	Tim	Wo	98.2	——	—	175	8200	36x6S	36x6S
Commerce Series 80	4	5330	Bud	L	6	4⅛x5½	411.0	40.8	83@2100	G	Long	Own	Blo	Ross	Zen	Vac	Aut	Br-L	7	Tim	Wo	98.2	——	—	175	8400	36x6S	36x14S
Commerce Series 100	5	5830	Bud	L	6	4⅛x5½	411.0	40.8	83@2100	G	Long	Own	Pet	Sag	Zen	Vac	Aut	Br-L	7	Tim	Wo	95.0	——	793	175	9600	36x6S	40x14S
Day Elder 60	1	895	Con	L	6	3⅜x4	214.7	27.3	61@3000	C	G & O	Borg	Spic	Ross	Zen	P	DR	W-G	4	Tim	Sp	36.3	L4IH	380	135	*3300	20x6.00B	20x6.50B
Day Elder 75	1½	945	Con	L	6	3⅜x4	214.7	27.3	61@3000	C	B & O	Borg	Spic	Ross	Zen	P	DR	W-G	4	Tim	Sp	36.3	L4IH	380	135	3400	20x6.00B	20x6.00DB
Day Elder 85	1½-2	1395	Con	L	6	3⅜x4⅝	248.3	27.3	65@2700	C	Per	Borg	Spic	Ross	Zen	P	DR	W-G	4	Tim	Sp	42 3	L4IH	380	135	3850	20x6.00B	20x6.50DB
Day Elder 110	2	1825	Con	L	6	3⅜x4⅝	248.3	27.3	65@2700	C	Per	Br-L	Spic	Ross	Zen	P	DR	Br-L	4	Tim	Sp	44.9	L4IH	452	156	4880	20x7.00B	20x7.00DB
Day Elder 130	2½	2225	Con	H	6	4 x4½	311.0	38.4	73@2400	C	Per	Br-L	Spic	Ross	Zen	P	DR	Br-L	4	Tim	Sp	46.7	L4IH	578	157	6600	20x7.50B	20x7 50DB
Day Elder 160	3	2775	Con	H	6	4 x4½	339.3	38.4	82@2400	C	Per	Br-L	Spic	Ross	Zen	P	DR	Br-L	4	Tim	Wo	36.1	L4IH	659	156	6800	20x7.50B	20x9.00DB
Day Elder 200	4	3295	Con	H	6	4 x4½	339.3	38.4	82@2400	C	Per	Br-L	Spic	Ross	Zen	P	DR	Br-L	4	Tim	Wo	43.5	L4IHV	768	156	7600	20x9.00B	20x9.00B
Day Elder 240	5	4295	Con	H	6	4⅜x4¾	427.5	45.9	100@2600	C	Per	Br-L	Blo	Ross	Zen	Vac	DR	Br-L	4	Tim	Wo	50.8	L4IHV	921	162	9500	38x9P	38x9DP
*Day Elder 285	8	5295	Con	H	6	4⅜x4¾	427.5	45.9	100@2600	C	Per	Br-L	Blo	Ross	Zen	Vac	DR	Br-L	7	Tim	Wo	71.2	L6IHV	1192	164	12000	20x8.25B	20x8.25DB
*Day Elder 345	10	6395	Con	H	6	4⅜x4¾	427.5	45.9	100@2600	C	Per	Br-L	Blo	Ross	Zen	Vac	DR	Br-L	7	Tim	Wo	79.9	W6IA	1192	164	12500	20x9.00B	20x9.00DB
*Day Elder 402	12	7495	Con	L	6	4¾x5¾	611.4	54.2	127@2300	G	Per	Br-L	Blo	Ross	Zen	F	DR	Br-L	7	Tim	Wo	84.6	W6IA	1192	164	14800	20x9.75B	20x9.75DB
Diamond T 216 B	1½	795	Her	L	6	3⅜x4¼	228.0	27.3	56@2400	G	G & O	Borg	Spic	Ross	Zen	P	Aut	W-G	4	Cla	Sp	——	L4IH	252	135½	3260	20x6.50B	20x6.50B
Diamond T 316	2	1195	Her	L	6	3⅜x4¼	263.0	29.4	65@2400	G	G & O	Borg	Spic	Ross	Zen	P	Aut	W-G	4	Cla	Sp	——	L4IH	350	155	4400	20x6.50B	20x6.50DB
Diamond T 303 F	2-2½	1795	Her	L	6	3⅜x4½	298.0	33.7	67@2400	G	G & O	Borg	Spic	Ross	Zen	P	Aut	Cov	4	Cla	Sp	——	L4IHV	350	159¾	5000	20x7.00B	20x7.00DB
Diamond T 551 B	2½-3	2395	Her	L	6	4 x4½	339.0	38.4	74@2400	G	G & O	Cov	Spic	Ross	Zen	P	Aut	Cov	4	Tim	Sp	——	L4IHV	408	168	5600	20x7.50B	20x7.50DB
Diamond T 303 F B	2-2½	2425	Her	L	6	4 x4½	339.0	38.4	74@2400	G	B & O	Cov	Spic	Ross	Zen	P	L-N	Cov	4	Cla	Sp	——	L4IHV	408	199	6100	20x7.50	20x7.50DB
Diamond T 504 A	3	2650	Her	L	6	4 x4½	339.0	38.4	74@2400	G	G & O	Cov	Spic	Ross	Zen	P	Aut	Cov	4	Wis	2 R	——	L4IHV	408	176½	6400	20x8.25B	20x8.25DB
Diamond T 506 A	3	2950	Her	L	6	4¼x4½	383.0	43.3	85@2200	G	G & O	Cov	Spic	Ross	Zen	P	L-N	Cov	5	Wis	2 R	——	L4IHV	408	184	6400	20x8.25B	20x8.25DB
Diamond T 603	3-4	3395	Her	L	6	4⅜x4¾	428.4	45.9	94@2200	G	G & O	Cov	Spic	Ross	Zen	P	Aut	Cov	5	Wis	2 R	——	L4IHV	499	169	7500	20x9.00B	20x9.00DB
Diamond T 606 B	3-4	3695	Her	L	6	4½x5½	501.0	48.6	100@2200	G	G & O	Cov	Spic	Ross	Zen	P	L-N	Cov	5	Wis	2 R	——	L4IHV	499	187½	7500	20x9.00B	20x9.00DB
Diamond T 750	4-5	4925	Her	L	6	4⅜x5½	529.0	51.4	114@2200	G	G & O	Cov	Spic	Ross	Zen	P	Aut	Cov	5	Wis	2 R	——	W4I	552	178	8300	22x9.75B	22x9.75DB
*Diamond T 801	4	4140	Her	L	6	4⅜x4¾	428.4	45.9	94@2200	G	G & O	Cov	Spic	Ross	Zen	P	Aut	Br-L	7	Own	Wo	——	L6IHV	571	169½	8300	36x8P	36x8P
*Diamond T 1201	6	5600	Her	L	6	4½x5¼	501.0	48.6	100@2200	G	G & O	Cov	Spic	Blo	Ross	Zen	P	Aut	Br-L	7	Tim	Wo	——	W4IA	238	190	11000	34x7P	34x7DP
*Diamond T 1602	8	6400	Her	L	6	4⅝x5¼	529.0	51.3	104@2400	G	G & O	Cov	Spic	Blo	Ross	Zen	P	Aut	Br-L	7	Tim	Wo	——	W4IA	238	190	11700	36x8P	36x8DP
*Diamond T 1603	8	7500	Wak	L	6	5 x5¾	677.4	60.0	127@2000	G	G & O	Br-L	Spic	Blo	Ross	Zen	P	Aut	Br-L	7	Tim	Wo	——	W4IA	238	194	12500	36x8P	36x8D
Dodge Bros. UF 10	½	375	Own	L	4	3⅜x4¾	196.0	21.0	48@2800	G	Fed	Borg	Own	W-G	Car	P	DR	Own	3	Own	Sp	13.9	O4IH	121	109	1925	19x5.00	19x5.00
Dodge Bros. F 10	½	445	Own	L	6	3¼x4¼	211.5	25.3	66@3200	C	Fed	Borg	Un	W-G	Car	P	DR	Own	3	Own	Sp	13.9	O4IH	121	109	1975	19x5.25	19x5.25
Dodge Bros. U I	¾	490	Own	L	4	3⅜x4¾	196.0	21.0	45@2800	G	Fed	Borg	Spic	Han	Car	Vac	NE	Own	3	Own	Sp	19.2	O4IH	189	124	2260	20x6.00	20x6.00
Dodge Bros. DA 1	¾	595	Own	L	6	3⅜x3⅞	208.0	27.3	63@3200	C	Fed	Borg	Spic	Han	Zen	Vac	NE	Own	3	Own	Sp	19.2	O4IH	189	124	2360	20x6.00	20x6.00
Dodge Bros. U 1	1	495	Own	L	4	3⅜x4¾	196.0	21.0	45@2800	G	Fed	Borg	Spic	Han	Car	Vac	NE	Own	4	Own	Sp	36.1	O4IH	206	133	2590	20x6.00	32x6
Dodge Bros. DA 1	1	595	Own	L	6	3⅜x3⅞	208.0	27.3	63@3200	C	Fed	Borg	Spic	Han	Zen	Vac	NE	Own	4	Own	Sp	33.4	O4IH	206	133	2690	20x6.00	32x6
Dodge Bros. UF 30	1½	595	Own	L	4	3⅜x4¾	196.0	21.0	48@2800	G	Fed	Borg	Cle	W-G	Car	P	DR	Own	4	Own	Sp	37.1	O4IH	187	136	2581	20x6.00	32x6
Dodge Bros. UF 31	1½	670	Own	L	4	3⅜x4¾	196.0	21.0	48@2800	G	Fed	Borg	Cle	W-G	Car	P	DR	Own	4	Own	Sp	37.1	O4IH	229	165	2757	20x6.00	32x6
Dodge Bros. F 30	1½	695	Own	L	6	3¼x4¼	211.5	25.3	66@3200	C	Fed	Borg	Cle	W-G	Car	P	DR	Own	4	Own	Sp	37.1	O4IH	187	136	2631	20x6.00	32x6
Dodge Bros. F 31	1½	770	Own	L	6	3¼x4¼	211.5	25.3	66@3200	C	Fed	Borg	Cle	W-G	Car	P	DR	Own	4	Own	Sp	37.1	O4IH	229	165	2807	20x6.00	32x6
Dodge Bros. F 35	1½	1425	Own	L	6	3⅜x3⅞	208.0	27.3	63@3200	C	Long	Borg	Cle	Han	Zen	P	DR	Own	4	Own	Sp	41.4	O4IH	311	140	3780	20x6.00	20x6.00D
Dodge Bros. F 36	1½	1485	Own	L	6	3⅜x3⅞	208.0	27.3	63@3200	C	Long	Borg	Cle	Han	Zen	P	DR	Own	4	Own	Sp	41.4	O4IH	311	165	3972	20x6.00	20x6.00D
*Dodge Bros. F 40	2	1995	Own	L	6	3⅜x5	309.6	31.5	96@3000	G	Long	Borg	Cle	Sag	DL	P	DR	Own	4	Own	Sp	43.7	O4IH	350	150	5273	20x6.50	20x6.50D
*Dodge Bros. F 41	2	2085	Own	L	6	3⅜x5	309.6	31.5	96@3000	G	Long	Borg	Cle	Sag	DL	P	DR	Own	4	Own	Sp	43.7	O4IH	350	165	5211	20x6.50	20x6.50D
Dodge Bros.	3	1515	Own	L	6	3⅜x4½	241.0	27.3	78@3000	C	Long	Borg	Un	Han	Zen	Vac	NE	Own	4	Own	Sp	46.3	O4IH	382	135	4235	32x6	32x6D
Dodge Bros.	3	1565	Own	L	6	3⅜x4½	241.0	27.3	78@3000	C	Long	Borg	Un	Han	Zen	Vac	NE	Own	4	Own	Sp	46.3	O4IH	382	165	4520	32x6	32x6D
Dodge Bros.	3	1615	Own	L	6	3⅜x4½	241.0	27.3	78@3000	C	Long	Borg	Un	Han	Zen	Vac	NE	Own	4	Own	Sp	46.3	O4IH	382	185	4715	32x6	32x6D
Dodge Bros. F 60	3	2645	Own	L	6	3⅜x5	309.6	31.5	96@3000	G	Long	Borg	Cle	Sag	DL	P	DR	Own	4	Own	2 R	56.6	O4IH	416	146	5543	32x6	32x6D
*Dodge Bros. F 61	3	2575	Own	L	6	3⅜x5	309.6	31.5	96@3000	G	Long	Borg	Cle	Sag	DL	P	DR	Own	4	Own	Sp	48 8	O4IH	416	170	5789	32x6	32x6D
*Dodge Bros. F 62	3	2695	Own	L	6	3⅜x5	309.6	31.5	96@3000	G	Long	Borg	Cle	Sag	DL	P	DR	Own	4	Own	Sp	48.8	O4IH	416	195	5901	32x6	32x6D
Essex Com.	¾	445	Own	L	6	2¾x4½	163.0	18.2	55@3300	C	Har	Own	Spic	Gem	Mar	Vac	Aut	Own	3	Own	Sp	5.40	4M	—	110½	1970	20x5	20x5.50
Federal D 2	*1½	795	Con	L	4	3⅞x4½	200.5	24.0	48@2500	C	Long	Borg	Spic	Gem	Zen	P	DR	W-G	4	Cla	Sp	40.8	L4IH	377	131	*3280	20x6.00	32x6
Federal E 2	*1½	895	Con	L	6	3⅜x4	215.0	27.3	60@2600	C	Long	Borg	Spic	Gem	Zen	P	DR	W-G	4	Cla	Sp	36.3	L4IH	377	132	3330	20x6.00	32x6
Federal F 7	*1¾	1525	Con	L	6	3⅜x4⅝	248.0	27.3	64@2500	C	Long	Borg	Spic	Gem	Zen	P	DR	Own	4	Tim	Sp	29 2	L4IH	414	132	3810	30x5	30x5D
Federal A 6	*2	1855	Con	L	6	3⅜x4⅝	248.0	27.3	64@2500	C	Long	Borg	Pet	Ross	Zen	Vac	DR	Own	4	Cla	Sp	38.5	L4IH	450	151	4635	32x6	32x6D
Federal A 6 T	*2½	2185	Con	L	6	3⅜x4⅝	248.0	27.3	64@2500	C	Long	Borg	Pet	Ross	Zen	Vac	DR	Own	4	Tim	Sp	47.1	L4IHV	659	151	5185	32x6	32x6D
Federal A 6 T W	*2½	2360	Con	L	6	3⅜x4⅝	248.0	27.3	64@2500	C	Long	Borg	Pet	Ross	Zen	Vac	DR	Own	4	Tim	Wo	52.8	L4IHV	659	151	5185	32x6	32x6D
*Federal D 2 S W	*2½-3	1050	Con	L	4	3⅞x4¼	200.5	24.0	48@2500	C	Long	Borg	Pet	Gem	Zen	P	DR	W-G	4	Cla	Sp	40.8	L6IH	566	140	3980	20x6.00	32x6
*Federal E 2 S W	*2½-3	1150	Con	L	6	3⅜x4	215.0	27.3	60@2600	C	Long	Borg	Pet	Gem	Zen	P	DR	W-G	4	Cla	Sp	40.8	L6IH	566	145	4030	20x6.00	32x6
*Federal D 2 D	*2½-3	1350	Con	L	4	3⅞x4¼	200.5	24.0	48@2500	C	Long	Borg	Pet	Gem	Zen	P	DR	W-G	4	Cla	Sp	40.8	L6IH	566	140	4235	20x6.00	32x6
*Federal E 2 D	*2½-3	1450	Con	L	6	3⅜x4	215.0	27.3	60@2600	C	Long	Borg	Pet	Gem	Zen	P	DR	W-G	4	Cla	Sp	40.8	L6IH	566	140	4310	20x6.00	32x6
Federal T 10 B	*2½-3	2740	Con	H	6	4 x4⅛	311.0	38.4	75@2200	C	Long	Borg	Pet	Ross	Zen	P	DR	Own	4	Tim	Sp	44.5	L4IHV	659	165	6645	34x7	34x7D
Federal T 10 W	*2½-3	2915	Con	H	6	4 x4⅛	311.0	38.4	75@2200	C	Long	Borg	Pet	Ross	Zen	P	DR	Own	4	Tim	Wo	44.0	L4IHV	659	165	6645	34x7	34x7D
Federal T 10 D R	*2½-3	2915	Con	H	6	4 x4⅛	311.0	38.4	75@2200	C	Long	Borg	Pet	Ross	Zen	P	DR	Own	4	Tim	2 R	45.6	L4IHV	659	165	6645	34x7	34x7D
Federal U 6	*3-3½	3860	Con	H	6	4 x4½	339.0	38.4	85@2200	C	Long	Borg	Pet	Ross	Str	P	DR	Br-L	7	Tim	Wo	64.6	L4IHV	676	165	7315	34x7	34x7D
Federal U 6 D R	*3-3½	3860	Con	H	6	4 x4½	339.0	38.4	85@2200	C	Long	Borg	Pet	Ross	Str	P	DR	Br-L	7	Tim	2 R	69.6	L4IHV	767	165	7315	34x7	34x7D
*Federal A 6 S W	*4	2360	Con	L	6	3⅜x4⅝	248.0	27.3	64@2500	C	Long	Borg	Pet	Ross	Zen	Vac	DR	Own	4	Cla	Sp	38.5	L6IHV	675	164	5620	32x6	32x6D
Federal C 7	5-6	4485	Con	H	6	4⅜x4¾	427.5	45.9	100@2200	C	Long	Borg	Pet	Han	Zen	P	DR	Br-L	7	Tim	2 R	75.2	L4IHV	921	195	9350	20x9.75	20x9.75D
Federal C 8	5-6	4895	Con	H	6	4⅜x4¾	427.5	45.9	100@2200	C	Long	Borg	Pet	Han	Zen	P	DR	Br-L	7	Tim	2 R	75.2	W4IA	921	195	9450	20x9.75	20x9.75D
Federal X 8	*7½	5085	Con	L	4	5 x6	471.0	40.0	61@1350	G	Long	Borg	Pet	Gem	Zen	Vac	AB	Br-L	7	Tim	Wo	110.9	T2IMV	603	162	†9750	36x6S	40x14S
Federal X 8 D R	*7½	5085	Con	L	4	5 x6	471.0	40.0	61@1350	G	Long	Borg	Pet	Gem	Zen	Vac	AB	Br-L	7	Tim	2 R	106.0	T2IMV	603	162	†9750	36x6S	40x14S
Federal X 8 R	*7½	5810	Con	H	6	4⅜x4¾	427.5	45.9	100@2200	C	Long	Borg	Pet	Gem	Zen	P	DR	Br-L	7	Tim	Wo	110.9	T2IMV	462	162	10625	40x8	40x8D
Federal X 8 R D R	*7½	5810	Con	H	6	4⅜x4¾	427.5	45.9	100@2200	C	Long	Borg	Pet	Gem	Zen	P	DR	Br-L	7	Tim	2 R	106.0	T2IMV	462	162	10625	40x8	40x8D
Ford AA	1½	495	Own	L	4	3⅞x4¼	200.5	24.0	40@2200	G	Own	Long	Spic	Gem	Zen	Gra	Own	Own	4	Own	S-T	42.2	O4IM	358	131½	*2866	20x6.00B	32x6
Ford AA	1½	525	Own	L	4	3⅞x4¼	200.5	24.0	40@2200

Major Specifications and Mechanical Details of 1932 Commercial Cars

(CONTINUED FROM PAGE EIGHT)

Make and Model	Capacity—Tons or Lbs.	Chassis Price	Engine	Valve Arr'g'm't	No. of Cyls.	Bore and Stroke	Piston Disp.	Tax H. P.	Max. Brake H. P. and Peak R. P. M.	Type Camshaft Drive	Radiator Make	Clutch Make	Universals Make	Steering Gear Make	Carburetor Make	Fuel Feed Type	Make Electr'l System	Make Transmission	No. Spds. For.	Rear Axle Make	Rear Axle Type	Final Drive	Final Gear Reduction	Type Service Brakes	Area Service Brakes	Standard Wheel Base	Chassis Wt.	Standard Tire Sizes Front	Standard Tire Sizes Rear
General Motors T-45	*16000	1990	Own	H	6	3 1/8x4 5/8	257.5	28.3	76@2500	G	Long	Own	Spic	Sag	Mar	P	DR	Own	4	Own	2R	50.7	CAM	524	141	5050	32x6P	32x6DP
General Motors T-51	*19000	2565	Own	H	6	3 3/4x5	331.4	33.7	94@2500	G	Long	Own	Spic	Sag	Mar	P	DR	Own	4	Own	2R	49.8	B41M	574	155	6095	34x7P	34x7DP
General Motors T-55	*19000	2690	Own	H	6	3 3/4x5	331.4	33.7	94@2500	G	Long	Own	Spic	Sag	Mar	P	DR	Own	4	Own	Wo	52.5	B41M	685	154	6925	34x7P	34x7DP
General Motors T-60	*22000	3035	Buick	H	6	3 3/4x5	331.4	33.7	94@2500	G	Long	Own	Spic	Sag	Str	P	DR	Own	4	Own	Wo	52.5	B41MV	685	154	6965	20x9.00B	20x9.00DB
General Motors T-61	*22000	3445	Own	H	6	3 3/4x5	331.4	33.7	94@2500	G	Long	Own	Pet	Sag	Str	P	DR	Own	12	Own	Wo	142.5	B41M	793	155	7500	20x9.00B	20x9.00DB
General Motors T-82	*24000	3795	Own	H	6	3 3/4x5	331.4	33.7	94@2500	G	Long	Own	Spic	Sag	Str	P	DR	Own	12	Own	Wo	142.5	B41MV	865	155	7670	20x9.00B	20x9.00DB
General Motors T-83	*24000	3990	Own	H	6	3 3/4x5	331.4	33.7	94@2500	G	Long	Own	Spic	Sag	Str	P	DR	Own	4	Own	2R	53.3	B41MV	865	171	10630	20x9.75B	20x9.75DB
General Motors T-85	*30000	5600	Own	H	6	4 1/4x5 1/2	468.0	43.3	115@2100	G	Long	Own	Pet	Sag	Str	P	DR	Own	12	Own	Wo	129.0	BrIA	868	185	9400	20x7.50B	20x7.50DB
†General Motors T-90	*28000	5285	Own	H	6	3 3/4x5	331.4	33.7	94@2500	G	Long	Own	Spic	Sag	Str	P	DR	Own	4	Own	Wo	53.3	B61A	1191	189	13250	34x7P	34x7DP
†General Motors T-93	*40000	7545	Own	H	6	4 1/4x5 1/2	468.0	43.3	115@2100	C	Long	Own	Spic	Sag	Str	P	DR	Own	4	Own	2R	51.1	B6IA	1191	189	12850	34x7P	34x7DP
†General Motors T-96	*34000	7195	Own	H	6	4 1/4x5 1/2	468.0	43.3	115@2100	C	Long	Own	Spic	Sag	Str	P	DR	Own	4	Own	2R	51.1	B6IA	1191	189	12850	34x7P	34x7DP
Gramm A X 4	1	795	Con	L	4	3 1/8x4	200.4	24.0	50@2800	C	Per	Jon	Blo	Ross	Til	P	Aut	W-G	4	Tim	Sp	36.3	L4IH	380	131	*3300	20x6.00	20x6.50
Gramm A X 6	1	895	Con	L	4	3 3/8x4	214.0	27.3	61@3000	C	Per	Jon	Blo	Ross	Til	P	Aut	W-G	4	Tim	Sp	36.3	L4TH	380	131	3550	20x6.00	20x6.50
Gramm B X 4	1½	895	Con	L	6	3 1/8x4	214.0	27.3	61@3000	C	Per	Jon	Blo	Ross	Til	P	Aut	W-G	4	Tim	Sp	36.3	L4IH	380	131	3475	20x6.00	20x6.00D
Gramm B X 6	1½	995	Con	L	6	3 1/8x4	214.7	27.3	61@3000	C	Per	Jon	Blo	Ross	Zen	Vac	Aut	Cov	4	Tim	Sp	36.3	L4IH	380	131	3725	20x6.00	20x6.00D
Gramm B	1¾	1495	Lyc	L	6	3 1/4x4 1/2	224.0	25.3	61@2900	G	Per	Own	Blo	Ross	Til	P	Aut	W-G	4	Tim	Sp	37.0	L4IH	452	131	3900	20x6.50	20x6.50D
†Gramm C X 4	2	1095	Con	L	4	4 1/8x4 1/4	227.0	27.2	55@2600	G	Per	Jon	Blo	Ross	Til	P	Aut	W-G	4	Tim	Sp	37.0	L4IH	452	131	4150	20x6.50	20x6.50D
Gramm C X 6	2	1295	Con	L	6	3 3/8x4 3/8	248.2	27.3	70@3000	C	Per	Jon	Blo	Ross	Til	P	Aut	W-G	4	Tim	Sp	31.0	L4IH	353	160	4800	20x7.00	20x7.00D
Gramm C	2	1795	Lyc	L	6	3 3/8x4 1/2	278.6	31.5	82@2600	G	Per	Own	Blo	Ross	Zen	P	Aut	Cov	4	Tim	Sp	38.2	L4IH	353	160	4900	20x7.50	20x7.50D
Gramm C F	2½	1895	Lyc	L	6	3 3/4x4 1/2	299.0	33.7	85@2800	G	Per	Br-L	Blo	Ross	Til	P	Aut	Br-L	4	Tim	Sp	38.2	L4IH	353	160	5200	20x7.50	20x7.50D
Gramm D	2½	1995	Lyc	L	6	3 3/4x4 1/2	299.0	33.7	90@2200	G	Per	Jon	Blo	Ross	Zen	P	Aut	Cov	4	Tim	Sp	33.0	L4IHV	339	160	5950	20x8.25	20x8.25D
Gramm E	3	2595	Lyc	L	6	3 7/8x5	353.8	36.0	90@2200	G	Per	Own	Blo	Ross	Zen	P	Aut	Cov	4	Tim	Sp	35.0	L4IHV	659	160	7200	20x7.50	20x7.50D
Gramm E Y	3	3595	Con	H	6	4 1/8x4 3/4	380.8	40.8	90@2200	C	Per	Ful	Blo	Ross	Zen	P	Aut	Cov	4	Tim	Sp	30.0	L41HA	—	190	8200	20x9.00	20x9.00
Gramm G	4	3695	Con	H	6	4 3/8x4 3/4	428.4	45.9	100@2200	C	Per	Br-L	Blo	Ross	Zen	P	Aut	Cov	4	Wis	2R	28.0	BW41M	736	210	7700	20x8.25	20x8.25D
Gramm G Y	4	4345	Con	H	6	4 3/8x4 3/4	428.4	45.9	100@2200	C	Per	Ful	Blo	Ross	Zen	P	Aut	Br-L	4	Wis	2R	—	41A	864	157	9500	20x9.00	20x9.00D
Gramm G W	5	5175	Con	H	6	4 3/8x4 3/4	428.0	45.9	100@2200	C	Per	Br-L	Blo	Ross	Zen	P	Aut	Ful	4	Wis	2R	25.2	41A	996	236	10100	20x9.00	20x9.00
Gramm H Y	5	6545	Con	L	6	4 3/4x5 3/4	611.4	54.1	127@2300	G	Per	Ful	Blo	Ross	Zen	P	Aut	Ful	4	Wis	2R	25.2	41A	996	236	10100	20x9.00	20x9.00
Indiana 64	6500	1195	Con	L	6	3 3/8x4 5/8	248.2	27.3	65@2700	C	Long	Borg	Spic	Ross	Str	Vac	Aut	Br-L	3	Col	Sp	21.3	C4IM	244	137	*3400	30x5	30x5
Indiana 74	7500	1290	Con	L	6	3 3/8x4 5/8	248.2	27.3	65@2700	C	Long	Borg	Spic	Ross	Str	Vac	Aut	Br-L	4	Col	Sp	25.6	C4IM	190	137	3450	32x6	32x6
Indiana 89	9000	1525	Con	L	6	3 3/8x4 5/8	248.2	27.3	65@2700	C	Long	Borg	Spic	Ross	Str	Vac	Aut	Br-L	4	Col	Sp	20.9	C4IM	282	149	4050	32x6	32x6
Indiana 111 XW	12500	1850	Her	L	4	4 x5	251.3	25.6	46@2000	G	MeC	Borg	Spic	Ross	Str	Vac	Aut	Br-L	4	Wis	2R	35.2	K2IM	270	120	3740	32x6	32x6D
Indiana 120	12000	1990	Con	H	6	4 x4 1/8	311.0	38.4	73@2400	C	G &O	Br-L	Spic	Ross	Str	P	Aut	Br-L	4	Tim	Sp	31.3	L4IH	353	156	5400	32x6	32x6D
Indiana 140	14000	2495	Con	H	6	4 x4 1/8	311.0	38.4	73@2400	C	G &O	Br-L	Spic	Ross	Str	P	Aut	Br-L	4	Wis	2R	38.3	L4IHV	356	156	6100	32x6	32x6D
Indiana 120	12000	1990	Con	H	6	4 x4 1/8	311.0	38.4	73@2400	C	G &O	Br-L	Spic	Ross	Str	P	Aut	Br-L	4	Wis	2R	46.2	L4IHV	380	170	6500	32x6	32x6D
Indiana 140	14000	2495	Con	H	6	4 x4 1/8	311.0	38.4	73@2400	C	G &O	Br-L	Spic	Ross	Str	P	Aut	Br-L	4	Wis	2R	46.2	L4IHV	380	170	7100	32x6	32x6D
Indiana 141	17000	2935	Con	H	6	4 x4 1/8	311.0	38.4	73@2400	C	G &O	Br-L	Spic	Ross	Str	P	Aut	Br-L	4	Wis	2R	46.6	L4IHV	380	170	7200	34x7	34x7D
Indiana 170	17000	3160	Con	H	6	4 1/8x4 3/4	380.9	40.8	89@2400	C	G &O	——	Spic	Ross	Str	P	Aut	—	5	Wis	2R	45.3	L4IHV	380	170	8100	34x7	34x7D
Indiana 175	17500	3660	Con	H	6	4 3/8x4 3/4	427.5	45.9	100@2400	C	G &O	Br-L	Spic	Ross	Str	P	Aut	Br-L	4	Wis	2R	49.5	L4IHV	471	170	8100	34x7	34x7D
Indiana 195	19500	3820	Con	H	6	4 1/8x4 3/4	380.9	40.8	89@2400	C	G &O	Br-L	Spic	Ross	Str	P	Aut	Br-L	4	Wis	2R	50.7	L4IHV	546	170	8400	36x8	36x8D
Indiana 220	22000	4560	Con	H	6	4 3/8x4 3/4	427.5	45.9	100@2400	C	G &O	Br-L	Spic	Ross	Str	P	Aut	Br-L	4	Tim	Wo	63.7	LT41HV	664	182	10000	40x8	40x8D
Indiana 250	25000	5950	Con	H	6	4 3/8x4 3/4	427.5	45.9	100@2400	C	Long	Br-L	Spic	Ross	Str	P	L-N	Br	7	Tim	Wo	95.0	T4IA	676	182	10750	38x7P	40x14S
Indiana 290	30000	7250	Con	L	6	4 3/4x5 3/4	611.4	54.1	116@1800	C	Long	Br-L	Spic	Ross	Str	P	L-N	Br	7	Tim	Wo	90.9	T4IA	864	212	14000	38x7P	36x10S
*Indiana 640	40000	9700	Con	L	6	4 3/4x5 3/4	611.4	54.1	116@1800	C	Long	Br-L	Spic	Ross	Str	P	L-N	Br	7	Tim	Wo	90.9	T4IA	864	212	14000	38x7P	36x10S
International A 1	¾	615	Wak	L	4	3 5/8x4 1/2	186.0	21.0	39@2400	G	Mod	Mec	Mec	Ross	Zen	Vac	DR	W-G	4	Own	Sp	39.5	BE41M	212	136	2930	5.50x20	5.50x20
International A 2	1½	615	Wak	L	4	3 5/8x4 1/2	186.0	21.0	39@2400	G	Mod	Mec	Mec	Ross	Zen	Vac	DR	Mec	6	Own	Sp	47.3	BE41M	212	136	2960	5.50x20	6.00x20
International B 2	1½	665	Wak	L	4	3 5/8x4 1/2	186.0	21.0	39@2400	G	Mod	Mec	Mec	Ross	Zen	Vac	DR	W-G	4	Own	Sp	42.9	B41M	295	138	4032	20x6.00	20x6.00D
International A L 3	1½	1450	Lyc	L	6	3 1/4x4 1/2	224.0	25.3	54@2700	G	Mod	Own	Mec	Ross	Zen	P	DR	W-G	4	Own	Sp	33.8	BE41M	287	136	3500	6.00x20	6.00x20
International A 3	1½	795	Lyc	L	6	3 1/4x4 1/2	224.0	25.3	54@2700	G	Mou	Rock	Mec	Ross	Zen	P	DR	W-G	4	Own	Sp	34.9	BE41M	302	136	3700	6.00x20	6.00x20D
International A 3½	1½	1250	Lyc	L	6	3 1/4x4 1/2	224.0	25.3	54@2700	G	Mod	Rock	Mec	Ross	Zen	Vac	DR	Own	5	Own	Sp	47.8	BE41M	378	145	5221	32x6	32x6D
International A 4	2	1750	Own	H	6	3 5/8x4 1/2	279.0	31.5	67@2600	G	Mod	Own	Mec	Ross	Zen	Vac	DR	Own	5	Own	Sp	52.6	BE41M	430	156	5895	34x7	34x7D
International A 5	3	2350	Own	H	6	3 5/8x4 1/2	279.0	31.5	67@2600	G	Mod	Own	Mec	Ross	Zen	Vac	DR	Own	5	Own	Sp	52.5	BE41M	430	156	6120	34x7	34x7D
International A 6	3	2675	Own	H	6	3 5/8x4 1/2	279.0	31.5	67@2600	G	Mod	Own	Mec	Ross	Zen	Vac	DR	Own	5	Own	2R	60.5	BE41M	710	148	8300	36x8S	40x12S
International W 1	2½	3850	Hall	H	4	4 1/4x5 1/2	312.0	28.9	59@2000	C	Own	Own	Own	Own	Zen	Vac	RB	Own	5	Own	2R	70.5	BE41M	794	160	10125	36x6S	40x12S
International W 3	3½	4850	Hall	H	4	4 3/4x5 1/2	390.0	36.1	69@2000	C	Own	Own	Own	Own	Zen	Vac	RB	Own	5	Own	2 R	52.3	BO41M	730	123	11250	9.75x20	9.75x20D
International A 7	5	6200	Own	H	6	4 1/2x5 1/2	525.0	48.6	117@2200	G	Mod	Rock	Mec	Ross	*Zen	P	DR	Own	5	Own	2 R	52.3	BO41M	730	123	11250	9.75x20	9.75x20D
International A 8	5	6300	Own	H	6	5 x5 1/2	650.0	60.0	136@2100	G	Mod	Rock	Mec	Ross	*Zen	P	DR	Own	5	Own	2 R	52.3	BO41M	730	123	11250	9.75x20	9.75x20D
La France Rep. A 1	6000	795	Lyc	L	6	3 x4 3/4	201.5	21.5	60@2500	G	G&O	Borg	Spic	Han	Zen	Vac	Aut	Ful	4	Tim	Sp	36.1	L4IH	378	132	3000	20x5.50	32x6
La France Rep. C 1	7500	1295	Lyc	L	6	3 1/4x4 1/2	224.0	25.4	61@2750	G	G&O	Borg	Spic	Han	Zen	Vac	Aut	Ful	4	Tim	Sp	35.8	L4IH	413	144	3300	20x6.00	32x6
La France Rep. D 1	9000	1595	Lyc	L	6	3 1/4x4 1/2	224.0	25.4	61@2750	G	G&O	Borg	Spic	Han	Zen	Vac	Aut	Ful	4	Tim	Sp	37.9	L4IH	448	144	3725	30x5	30x5D
La France Rep. E-1	13000	1985	Bud	L	6	3 1/2x4 1/2	260.0	29.5	69@2600	G	Per	Borg	Spic	Ross	Zen	Vac	Aut	Ful	4	Tim	Sp	47.0	L4IHV	578	162	5000	20x7.50	20x7.50D
La France Rep. F-3	15000	2395	Lyc	L	6	3 3/4x4 1/2	299.0	33.7	80@2500	G	Per	Ful	Spic	Ross	Zen	P	Aut	Ful	4	Tim	Sp	50.6	L4IHV	656	174	5625	34x7	34x7D
La France Rep. H 2	16000	2985	Lyc	L	6	3 7/8x5	354.0	36.0	85@2300	G	Per	Ful	Spic	Ross	Zen	Vac	Aut	Ful	4	Tim	2R	54.0	L4IHV	658	174	6370	34x7	34x7D
La France Rep. H-3	18000	3395	Bud	L	6	4 1/4x4 3/4	393.0	42.1	94@2400	G	Per	Ful	Spic	Ross	Zen	P	Aut	Ful	4	Tim	2R	41.6	L4IHV	768	179	——	20x9.75B	20x9.75DB
La France Rep. M 2	20000	4000	Wak	L	6	4 3/8x5 1/8	462.0	46.0	97@2000	G	Per	Ful	Spic	Ross	Zen	P	Aut	Ful	5	Tim	2R	51.0	L4IHV	768	174	7500	36x8	36x8D
La France Rep. M-3	22000	4750	Wak	L	6	4 3/8x5 1/8	462.0	46.0	97@2000	G	Per	Ful	Spic	Ross	Zen	P	Aut	Ful	5	Tim	2R	62.5	L4IHV	768	191	——	20x10.50B	20x10.50DB
La France Rep. 35-2	24000	5600	Wak	L	6	4 1/2x5 3/4	549.0	48.6	98@1850	G	Own	Ful	Spic	Ross	Zen	P	Aut	Ful	4	Wis	2R	45.4	L4IHV	870	174	9250	38x9	38x9D
La France Rep. 35-2	28000	5900	Wak	L	6	4 5/8x5 1/8	517.0	51.0	100@1800	G	Per	Ful	Spic	Ross	Zen	P	Aut	Ful	4	Tim	2R	111.5	W4IA	1054	191	——	24x10.50B	24x10.50DB
Maccar 36 A	1½	1900	Bud	L	6	3 3/4x4 1/2	298.0	33.7	83@2800	G	Per	Br-L	Spic	Ross	Str	P	DR	Br-L	4	Tim	Sp	30.6	L4IH	315	171	4850	32x6	32x6D
Maccar 40 A	2	2400	Bud	L	6	3 3/4x4 1/2	298.0	33.7	83@2800	G	Per	Br-L	Spic	Ross	Str	P	DR	Br-L	4	Tim	Sp	38.8	L4IHV	325	171	5340	32x6	32x6D
Maccar 56	3	3350	Bud	L	6	3 3/4x5	311.0	33.7	72@2100	G	Per	Br-L	Spic	Ross	Str	Vac	DR	Br-L	4	Tim	2 R	37.4	L4IHV	411	183	6200	34x7	34x7D
Maccar 60	3	3950	Bud	L	6	4 1/8x5 1/8	411.0	40.8	103@2100	G	Per	Br-L	Spic	Ross	Zen	Vac	DR	Br-L	4	Tim	Wo	34.3	L4IHV	411	183	6600	20x9.00	20x9.00D
Maccar 66 A	4	5500	Her	L	6	4 5/8x4 3/4	479.0	51.3	106@2100	G	Per	Br-L	Spic	Ross	Zen	Vac	DR	Br-L	7	Tim	Wo	72.3	W4IA	617.5	206	8200	20x9.75	20x9.75D
Maccar 86 A	5	5950	Her	L	6	4 5/8x4 3/4	479.0	51.3	106@2100	G	Per	Br-L	Spic	Ross	Zen	Vac	DR	Br-L	5	Tim	Wo	72.3	T6IA	103	206	11700	20x10.50	20x10.50D
†Maccar SW-86	10	8250	Her	L	6	4 5/8x5 1/4	529.0	51.3	124@2200	G	Per	Br-L	Spic	Ross	Zen	Vac	DR	Br-L	5	Tim	Wo	72.3	T6IA	103	206	11700	20x10.50	20x10.50D
††Mack B L	——	2500	Own	L	6	3 1/4x5	248.9	25.3	63@2800	G	Own	Own	Spic	Gem	Str	Vac	NE	Own	4	Tim	Sp	Opt	L4IH	302	148	*4450	20x6.00B	20x6.00DB
††Mack B G	——	3000	Own	L	6	3 5/8x5	309.6	31.5	75@2600	G	Own	Own	Spic	Own	Str	Vac	NE	Own	4	Own	Sp	Opt	O4IV	415	156	5200	32x6	32x6D
††Mack A B	——	4350	Own	L	4	4 1/4x5	283.7	28.9	60@2200	G	Own	Own	Spic	Own	Str	Vac	NE	Own	4	Own	2 R	Opt	O4IV	471	146½	7100	34x7	34x7D
Mack A B	——	4000	Own	L	4	4 1/4x5	283.7	28.9	60@2200	G	Own	Own	Spic	Own	Str	Gra	NE	Own	4	Own	Ch	Opt	O4IV	471	146½	6850	34x7	34x7D
Mack A B	——	4500	Own	L	6	3 5/8x5	309.6	31.5	75@2600	G	Own	Own	Spic	Own	Str	Vac	NE	Own	4	Own	2 R	Opt	O4IV	471	146½	7050	34x7	34x7D
††Mack A B	——	4150	Own	L	6	3 5/8x5	309.6	31.5	75@2600	G	Own	Own	Spic	Own	Str	Vac	NE	Own	4	Own	Ch	Opt	O4IV	471	146½	6850	34x7	34x7D
††Mack B C	——	5250	Own	L	6	4 x5 1/2	417.7	38.4	100@2300	G	Own	Own	Spic	Own	Str	Vac	NE	Own	4	Own	2 R	Opt	O4IV	471	154	8350	36x8	36x8D
††Mack B C	——	5500	Own	L	6	4 x5 1/2	417.7	38.4	100@2300	G	Own	Own	Spic	Own	Str	Vac	NE	Own	4	Own	Ch	Opt	O4IV	610	154	8500	36x8	36x8D
††Mack B C	——	5500	Own	L	6	4 x5 1/2	417.7	38.4	100@2300	G	Own	Own	Spic	Own	Str	Vac	L-N	Own	4	Own	2 R	Opt	O4IV	567	168½	10100	36x8	36x8D
††Mack B J	——	6150	Own	L	6	4 1/2x5 1/2	525.2	48.6	126@2200	G	Own	Own	Spic	Own	Str	Gra	RB	Own	4	Own	Ch	Opt	O4IV	492	162	9800	36x8S	36x8DS
††Mack A K	——	5150	Own	L	4	5 x6	471.2	40.0	77@1800	G	Own	Own	Spic	Own	Str	Gra	RB	Own	4	Own	2 R	Opt	O4IV	492	162	9700	36x8S	36x5DS
††Mack A K	——	5250	Own	L	4	5 x6	471.2	40.0	77@1800	G	Own	Own	Spic	Own	Str	Gra	RB	Own	4	Own	Ch	Opt	O4IV	492	162	9700	36x8S	36x5DS
††Mack A C	——	4950	Own	L	4	5 x6	471.2	40.0	77@1800	G	Own	Own	Spic	Own	Str	Gra	RB	Own	4	Own	Ch	Opt	OJXM	194	156	9500	36x5S	40x5DS
††Mack A K	——	6450	Own	L	6	4 1/2x5 1/2	525.5	48.6	126@2200	G	Own	Own	Spic	Own	Str	Gra	RB	Own	4	Own	2 R	Opt	O4IV	194	156	10950	22x10.50B	22x10.50DS
††Mack A C	——	5500	Own	L	4	5 x6	471.2	40.0	77@1800	G	Own	Own	Spic	Own	Str	Gra	RB	Own	4	Own	Ch	Opt	OJXM	194	156	10100	36x6S	40x6DS
††Mack A C	——	6550	Own	L	6	4 1/2x5 1/2	525.5	48.6	126@2200	G	Own	Own	Spic	Own	Str	Gra	RB	Own	4	Own	Ch	Opt	OJXM	194	156	10450	36x7S	40x7DS
††Mack A C	——	6000	Own	L	4	5 x6	471.2	40.0	77@1800	G	Own	Own	Spic	Own	Str	Gra	RB	Own	4	Own	Ch	Opt	OJXM	194	156	10450	36x7S	40x8DS
††Mack A C	——	9500	Own	L	6	5 x6	706.5	60.0	150@2000	G	Own	Own	Spic	Own	Str	Gra	NE	Own	4	Own	Ch	Opt	O2IV	287	191	12200	36x7S	40x8DS
††Mack A P	——	9500	Own	L	6	5 x6	706.5	60.0	150@2000	G	Own	Own	Spic	Own	Str	Vac	L-N	Own	4	Own	2 R	Opt	O6IA	574	152-52	16300	9.75x22B	5.75x22DB
††Mack A K 6—6 wheel	——	9500	Own	L	6	4 1/2x5 1/2	525.2	48.6	126@2200	G	Own	Own	Spic	Own	Str	Gra	RB	Own	4	Own	Ch	Opt	ORIV	574	125-52	13800	36x6S	40x12S
††Mack A C 6 wheel	——	7650	Own	L	4	5 x6	471.2	40.0	77@1800	G	Own	Own	Spic	Own	Str	Vac	L-N	Own	4	Own	Ch	Opt	O6IA	574	145-52	14950	40x8	40x8D
††Mack A C 6—6 wheel	——	9000	Own	L	6	4 1/2x5 1/2	525.2	48.6	126@2200	G	Own	Own	Spic	Own	Str	Gra	NE	Own	4	Own	Ch	Opt	O6IA	574	145-52	15250	40x8	40x8D
Mack A P 6 wheel	——	11500	Own	L	6	5 x6	706.5	60.0	150@2000	G	Own	Own	Spic	Own	Str	Gra	NE	Own	4	Own	2 R	Opt	O6IA	574	145-52	——	22x9.75B	22x9.75B
††Mack A P 6 wheel	——	12000	Own	L	6	5 x6	706.5	60.0	150@2000	G	Own	Own	Spic	Own	Str	Gra	NE	Own	4	Own	2 R	Opt	O6IA	574	145-52	——	——	——
Pierce-Arrow P T	12000	2950	Own	L	6	3 3/4x4 1/2	298.0	33.5	70@2600	G	Long	Long	Cle	Han	Zen	P	DR	Cla	4	Tim	Sp	——	B41MV	388	160	*5600	20x7.50B	20x7.50B
Pierce-Arrow P W	18000	4150	Own	L	6	4 1/8x4 1/2	361.0	40.3	77@2400	G	Long	Long	Cle	Han	Zen	P	DR	Cov	4	Tim	*Wo	——	W4IA	610	160	9300	20x10.50B	20x10.50B
Pierce-Arrow P X	24000	5375	Own	L	6	4 5/8x4 3/4	479.0	51.3	103@2200	G	Long	Long	Cle	Han	Zen	P	DR	Cov	4	Own	*Wo	——	W4IA	701	160	10675	24x10.50B	24x10.50B
Pierce-Arrow P Y	28000	5950	Own	L	6	4 5/8x4 3/4	479.0	51.3	103@2200	G	Long	Long	Cle	Han	Zen	P	DR	Own	4	Own	*Wo	——	W4IA	702	168	12800	36x7B	40x16B
Pierce-Arrow P Z	34000	6950	Own	L	6	4 3/4x5 3/4	611.0	54.1	130@2000	G	Long	Long	Cle	Han	Zen	P	DR	Own	4	Own	*Wo	——	W4IA	702	168	12800	36x7B	40x16B
Relay Series 15 AA	¾	1370	Con	L	6	3 3/8x4	214.7	27.3	52@2200	C	Long	Borg	Blo	Han	Str	Vac	Aut	W-G	4	Own	2 R	38.4	L4IH	297	131	3750	30x5P	30x5P
Relay Series 15 AB	1	1400	Con	L	6	3 3/8x4	214.7	27.3	52@2200	C	Long	Borg	Blo	Han	Str	Vac	Aut	W-G	4	Own	2 R	38.4	L4IH	297	131	3800	30x5P	30x5P
Relay Series S 11	1	1700	Bud	L	6	3 3/8x4 1/2	241.6	27.3	53@2200	G	Long	Br-L	Blo	Han	Zen	Vac	Aut	Br-L	4	Own	2 R	25.5	L4IH	297	142	4050	30x5P	30x5DP
Relay Series S 11	1½	1900	Bud	L	6	3 3/8x4 1/2	241.6	27.3	53@2200	G	Long	Br-L	Blo	Han	Zen	Vac	Aut	Br-L	4	Own	2 R	30.0	L4IH	297	162	4500	30x5P	30x5DP
Relay 40 CA	1½	3040	Bud	L	6	3 3/4x5	331.0	33.7	64@2100	G	Long	Ful	Blo	Han	Zen	Vac	Aut	Ful	4	Own	2 R	41.8	L4IH	394	168	5550	34x5P	34x5DP
Relay 40 CB	2	3290	Bud	L	6	3 3/4x5	331.0	33.7	64@2100	G	Long	Ful	Blo	Han	Zen	Vac	Aut	Ful	4	Own	2 R	41.8	L4IH	394	168	5750	36x6P	36x6DP
Relay Series 50	2	3860	Bud	L	6	3 3/4x5	331.0	33.7	64@2100	G	Long	Br-L	Blo	Han	Zen	Vac	Aut	Br-L	4	Own	2 R	30.0	L4IH	297	162	4700	32x6P	32x6DP
Relay Series S 11	2	2030	Bud	L	6	3 3/8x4 1/2	241.6	27.3	53@2200	G	Long	Br-L	Blo	Han	Zen	Vac	Aut	Ful	4	Own	2 R

Major Specifications and Mechanical Details of 1932 Commercial Cars

(CONTINUED FROM PAGE NINE)

Make and Model	Capacity—Tons or Lbs.	Chassis Price	Engine	Valve Arr'g'm't	No. of Cyls.	Bore and Stroke	Piston Disp.	Tax H. P.	Max. Brake H. P. and Peak R. P. M.	Type Camshaft Drive	Radiator Make	Clutch Make	Universals Make	Steering Gear Make	Carburetor Make	Fuel Feed Type	Make Electr'l System	Transmission	No. Spds. For.	Rear Axle Make	Type Final Drive	Final Gear Reduction	Type Service Brakes	Area Service Brakes	Standard Wheel Base	Chassis Wgt.	Standard Tire Sizes Front	Rear
Service Series S 11	1	1600	Bud	L	6	3⅜x4½	241.6	27.3	53@2200	G	Long	Br-L	Blo	Han	Zen	Vac	Aut	Br-L	4	Col	Sp	25.5	——	—	142	3900	30x5P	30x5P
Service Series S 11	1½	1900	Bud	L	6	3⅜x4½	241.6	27.3	53@2200	G	Long	Br-L	Blo	Han	Zen	Vac	Aut	Br-L	4	Tim	Sp	29.2	L4IH	297	162	4300	30x5P	30x5DP
Service Series 40	1½	2990	Bud	L	6	3¾x5	331.0	33.7	64@2100	G	Long	Ful	Blo	Han	Zen	Vac	Aut	Ful	4	Tim	Wo	34.8	L4IH	394	168	4700	34x5P	34x5DP
Service Series S 11	2	2030	Bud	L	6	3⅜x4½	241.6	27.3	53@2200	G	Long	Br-L	Blo	Han	Zen	Vac	Aut	Br-L	4	Tim	Sp	29.2	L4IH	297	162	4500	32x6	32x6D
Service Series 40	2	3240	Bud	L	6	3¾x5	331.0	33.7	64@2100	G	Long	Ful	Blo	Han	Zen	Vac	Aut	Ful	4	Tim	Wo	34.8	L4IH	394	168	4900	36x6	36x6D
Service Series 40	2	3240	Bud	L	6	3¾x5	331.0	33.7	64@2100	G	Long	Ful	Blo	Han	Zen	Vac	Aut	Ful	4	Tim	Wo	34.8	L4IH	394	168	5100	36x6P	36x6D
Service Series 40	2½	3240	Bud	L	6	3¾x5	331.0	33.7	64@2100	G	Long	Ful	Blo	Han	Zen	Vac	Aut	Ful	5	Tim	Wo	63.0	L4IH	584	175	7000	36x6	36x6D
Service Series 60	2½	4580	Bud	L	6	4⅛x5½	410.8	40.8	83@2100	G	Long	Ful	Blo	Han	Zen	Vac	Aut	Ful	5	Tim	Wo	63.0	——	—	175	7100	36x6	36x7D
Service Series 60	3	4680	Bud	L	6	4⅛x5½	410.8	40.8	83@2100	G	Long	Borg	Blo	Ross	Zen	Vac	Aut	Br-L	7	Tim	Wo	98.2	——	—	175	8200	36x6S	36x12S
Service Series 80	3½	5250	Bud	L	6	4⅛x5½	411.0	40.8	83@2100	G	Long	Own	Blo	Ross	Zen	Vac	Aut	Br-L	7	Tim	Wo	98.2	——	—	175	8400	36x6S	36x14S
Service Series 80	4	5330	Bud	L	6	4⅛x5½	411.0	40.8	83@2100	G	Long	Own	Blo	Ross	Zen	Vac	Aut	Br-L	7	Tim	Wo	95.0	——	793	175	9600	36x6S	40x14S
Service Series 100	5	5830	Bud	L	6	4⅛x5½	410.9	40.8	83@2100	G	Long	Own	Blo	Ross	Zen	Vac	Aut	Br-L	7	Tim	Wo	95.0	——	—	175	9600	36x6S	40x14S
Stewart 30	1	695	Lyc	L	4	3¾x4½	199.0	22.5	50@2600	G	Fed	Borg	Spic	Ross	Str	P	DR	W-G	4	Sal	Sp	35.1	B4IM	—	130	*3158	20x6.50	20x6.50
Stewart 30 X	1	795	Lyc	L	6	3 x4¾	201.5	23.8	60@2800	G	Fed	Borg	Spic	Ross	Str	P	DR	W-G	4	Sal	Sp	35.1	B4IM	—	130	3199	20x6.50	20x6.50
Stewart 40 X A	1½	995	Lyc	L	6	3½x4½	224.0	25.3	62@2600	G	Fed	Borg	Spic	Ross	Zen	P	DR	W-G	4	Sal	Sp	35.1	B4IM	—	145	3574	20x6.50	20x6.50D
Stewart 50X	2	1195	Lyc	L	6	3⅝x4½	242.0	27.3	65@2800	G	Fed	Borg	Spic	Ross	Zen	P	DR	W-G	4	Cla	Sp	35.1	B4IM	—	145	4165	20x6.50	20x6.50DB
Stewart 29 X S	2	1693	Lyc	L	6	3¾x4½	298.0	33.7	85@2750	G	Own	Ful	Spic	Ross	Str	P	DR	Ful	4	Cla	Sp	46.1	B4IM	—	145	5194	20x7.00	20x7.00D
Stewart 32 X	2½	1990	Lyc	L	6	3¾x4½	298.0	33.7	85@2750	G	Mod	Ful	Spic	Ross	Str	P	DR	Ful	4	Cla	Sp	46.1	B4IM	—	165	6552	20x7.00	20x7.00D
Stewart 58-8	2½	2390	Lyc	L	8	3⅜x4½	322.0	36.5	100@2800	G	Fed	Ful	Spic	Ross	Str	P	DR	Ful	4	Cla	Sp	46.1	B4IM	—	170	6170	20x7.50	20x7.50DB
*Stewart 18 X	2½	2690	Lyc	L	6	3½x5	310.0	36	85@2750	G	Own	Ful	Spic	Ross	Str	P	DR	Ful	4	Tim	Wo	48.1	B4IM	—	165	6245	20x7.50	20x7.50D
Stewart 36 X	3	2990	Lyc	L	6	3½x5	354.0	36.2	90@2750	G	Fed	Borg	Spic	Ross	Str	P	DR	Br-L	4	Tim	Wo	105.1	B4IM	—	165	6864	20x8.25	20x8.25D
Stewart 46-8	3	2990	Lyc	L	8	3¾x4¾	420.0	45.0	130@2800	G	Fed	Br-L	Spic	Ross	Str	P	DR	Br-L	4	Cla	Sp	46.1	B4MV	—	170	6750	8.25x20B	8.25x20DB
Stewart 19 X	3½	3690	Lyc	L	6	3½x5	354.0	36.2	90@2750	G	Mod	Ful	Spic	Ross	Str	P	DR	Ful	12	Tim	Wo	105.1	B4IM	—	165	7474	20x9.00	20x9.00D
Stewart 38-8	3½	3990	Lyc	L	8	3¾x4¾	462.0	45.0	130@2800	G	Fed	Borg	Spic	Ross	Str	P	DR	Br-L	12	Tim	2R	105 1	B4IMV	—	170	7964	20x9.00	20x9.00D
Stewart 38-6	3½	3990	Wak	L	6	4⅜x5½	420.0	45.9	100@2000	G	Fed	Borg	Spic	Ross	Str	P	DR	Br-L	12	Tim	2R	105.1	B4IMV	—	170	7964	20x9.00	20x9.00D
Stewart 31 X	5	5190	Wak	L	6	4⅝x5½	516	51.2	105@2000	G	Mod	Br-L	Spic	Ross	Str	P	DR	Br-L	12	Tim	Wo	105.1	B4IMV	—	165	9885	20x9.75	20x9.75D
Stewart 27 X S	7	6190	Wak	L	6	4⅝x5½	516	51.2	105@2000	G	Own	Br-L	Spic	Ross	Str	P	DR	Br-L	12	Tim	Wo	105.1	W4I	—	165	10762	24x10.50	24x10.50D
Studebaker S-1	½	595	Own	L	6	3⅜x4½	221.0	27.3	70@3200	C	McC	Long	Spic	Ross	Str	P	DR	W-G	3	Own	Sp	16.4	B4IM	148	114	——	19x5.25	19x5.25
Studebaker S-20	1½	695	Own	L	6	3¼x4½	205.0	25.4	70@3200	C	McC	Long	Spic	Ross	Str	P	DR	W-G	4	Cla	Sp	36.2	B4IM	224	130	2965	20x6.00	32x6
Studebaker S-30	1½	775	Own	L	6	3¼x4½	205.0	25.4	70@3200	C	McC	Long	Spic	Ross	Str	P	DR	W-G	4	Cla	Sp	36.2	B4IM	224	160	3130	20x6.00	32x6
Studebaker S-40	2	895	Own	L	6	3¼x4½	205.0	25.4	70@3200	C	McC	Long	Cle	Ross	Str	P	DR	W-G	4	Tim	Sp	43.5	B4IM	276	136	3705	20x6.50	20x6.50D
Studebaker S-50	2	920	Own	L	6	3¼x4½	205.0	25.4	70@3200	C	McC	Long	Cle	Ross	Str	P	DR	W-G	4	Tim	Sp	43.5	B4IM	276	148	3835	20x6.50	20x6.50D
Studebaker S-60	2	945	Own	L	6	3¼x4½	205.0	25.4	70@3200	C	McC	Long	Cle	Ross	Str	P	DR	W-G	4	Tim	Sp	43.5	B4IM	276	160	3890	20x6.50	20x6.50D
Studebaker 88	—	3295	Own	L	8	3½x4¾	337.0	39.2	115@3200	G	Long	Long	Spic	Ross	Str	P	DR	Ful	4	Eat	Sp	24.6	B4IMV	444	184	5413	20x7.50	20x7.50D
Studebaker 99	—	3795	Own	L	8	3½x4¾	337.0	39.2	115@3200	G	Long	Long	Spic	Ross	Str	P	DR	Ful	4	Eat	Sp	24.6	B4IMV	505	184	5680	20x7.50	20x7.50D
**White 69 K	8500	2200	Own	L	6	3½x4½	260.0	29.4	50@1800	C	—	Own	Mec	Han	Zen	Vac	DR	Own	3	Own	Sp	17.6	L4IH	276	112	——	20x7.00B	20x7.00B
White 161	*9000	1700	Own	L	4	4 x5¾	289.0	25.6	45@1800	G	—	Own	Mec	Han	Zen	Vac	DR	Own	4	Own	Sp	19.5	L4IH	276	138	4290	20x7.00B	20x7.00DB
White 601	9000	1850	Own	L	6	3½x4½	260.0	29.4	54@2100	C	—	Own	Mec	Han	Zen	Vac	DR	Own	4	Own	Sp	19.5	L4IH	276	138	4000	20x7.50B	20x7.50B
White 602	10000	2050	Own	L	6	3½x4½	260.0	29.4	54@2100	C	—	Own	Mec	Han	Zen	Vac	DR	Own	4	Own	Sp	19.5	L4IH	276	138	4050	20x7.00B	20x7.00DB
White 162	*10000	1900	Own	L	4	4 x5¾	289.0	25.6	45@1800	G	—	Own	Mec	Han	Zen	Vac	DR	Own	4	Own	Sp	19.5	L4IH	276	138	4260	20x7.50B	20x7.50B
White 611	*11500	2450	Own	L	6	3¾x4½	299.0	33.7	66@2100	C	—	Own	—	Han	Zen	Vac	DR	Own	4	Own	Sp	23.4	L4IH	349	148	4960	36x4S	36x7S
White 211	*11500	2300	Own	L	4	4 x5¾	289.0	25.6	45@1800	G	—	Own	Spic	Han	Zen	Vac	DR	Own	4	Own	Sp	23.4	L4IH	349	148	5110	20x7.00B	20x7.00DB
White 212	*13000	2650	Own	L	4	4 x5¾	289.0	25.6	45@1800	G	—	Own	Spic	Han	Zen	Vac	DR	Own	4	Own	Sp	23.4	L4IH	349	148	5230	20x7.00B	20x7.00DB
White 613	*13000	2800	Own	L	6	3¾x4½	299.0	33.7	66@2100	C	—	Own	—	Han	Zen	Vac	DR	Own	4	Own	Sp	23.4	L4IH	349	148	5295	20x7.50B	20x7.50DB
White 620	*15000	4350	Own	H	6	4 x5¼	396.0	38.4	82@1800	C	Own	Own	Spic	Ross	Zen	P	DR	Own	4	Own	Sp	41.8	OL4IHV	—	157	7430	20x8.25B	20x8.25DB
White 51 A	*17000	3750	Own	L	4	4¼x5¾	326.0	28.9	54@1600	G	Own	Own	Spic	Own	Zen	Vac	Eis	Own	4	Own	Sp	35.6	O2IM	335	170	6438	36x5	36x8S
White 621	*18000	4650	Own	H	6	4 x5¼	396.0	38.4	82@1800	C	Own	Own	Spic	Ross	Zen	P	DR	Own	4	Own	Sp	41.4	OL4IHV	—	157	7700	20x9.00B	20x9.00DB
White 640	*20000	6100	Own	H	6	4⅜x5¾	519.0	45.9	108@1800	C	Own	Own	Spic	Ross	Zen	P	L-N	Own	4	Own	Sp	33.9	O4IA	—	180	9200	20x9.00B	20x9 00DB
White 630	*20000	5000	Own	H	6	4 x5¼	396.0	38.4	82@1800	C	—	Own	Spic	Ross	Zen	P	DR	Own	4	Own	Sp	41.4	O4IHV	554	168	8500	20x9.00B	20x9.00DB
White 58	*22000	4400	Own	L	4	4¼x5¾	326.0	28.9	54@1600	G	Own	Own	Spic	Own	Zen	Vac	Eis	Own	4	Own	2R	49.7	OPXM	224	180	7797	36x5	36x58D
White 641	*24000	6450	Own	H	6	4⅜x5¾	519.0	45.9	108@1800	C	Own	Own	Spic	Ross	Zen	P	L-N	Own	4	Own	2R	46.9	O4IA	—	180	9700	20x9.75B	20x9.75DB
*White 630 SW200	*24000	6280	Own	H	6	4 x5¼	396.0	38.4	82@1800	C	—	Own	—	Ross	Zen	P	DR	Own	4	Tim	Wo	44.2	OTIHV	—	193	10000	20x8.25B	20x8.25DB
White 631	*24000	5750	Own	H	6	4 x5¼	396.0	38.4	82@1800	C	Own	Own	Spic	Ross	Zen	P	DR	Own	4	Own	2R	56.9	O4IHV	—	168	9000	20x9.25B	20x9.25DB
White 643	*32000	6950	Own	H	6	4⅜x5¾	519.0	45.9	108@1800	C	Own	Own	Spic	Ross	Zen	P	L-N	Own	4	Own	2R	66.5	O4IA	—	180	10900	24x10.50B	24x10.50DB
*White 642 SW310	*34000	8045	Own	H	6	4⅜x5¾	519.0	45.9	108@1800	C	—	Own	Spic	Ross	Zen	P	L-N	Own	4	Tim	Wo	55.6	OTIA	—	198	12670	20x9.00B	20x9.00DB
White 642	*28000	6750	Own	H	6	4⅜x5¾	519.0	45.9	108@1800	C	Own	Own	Spic	Ross	Zen	P	L-N	Own	4	Own	2R	66.5	O4IA	—	180	10600	24x9.75B	24x9.75DB
*White 643 SW410	*40000	8570	Own	H	6	4⅜x5¾	519.0	45.9	108@1800	C	—	Own	Spic	Ross	Zen	P	L-N	Own	4	Tim	Wo	69.1	OTIA	—	198	14400	40x8	40x8D
Willys-Overland 6-C-113	½	415	Own	L	6	3¼x3⅞	193.0	25.3	65@3400	C	Fed	Own	Spic	Own	Til	P	Aut	Own	3	Own	Sp	12.4	B4IM	143	113	1923	20x5.50	32x6
Willys-Overland 6-C-131	1½	595	Own	L	6	3¼x3⅞	193.0	25.3	65@3400	C	Fed	Own	Spic	Own	Til	P	Aut	W-G	4	Cla	Sp	40.8	B4IM	235	131	2625	20x5.50	32x6
WillysOverland 6-C-157	1½	635	Own	L	6	3¼x3⅞	193.0	25.3	65@3400	C	Fed	Own	Spic	Own	Til	P	Aut	W G	4	Cla	Sp	40.8	B4IM	235	157	2900	19x5.00	19.x5.00

GENERAL NOTATIONS

***†REFERENCE MARKS** apply to individual lines only and explanations are given under the subdivision for each company in the "SPECIAL NOTATIONS."

CAPACITIES given in this table are in tons or fractions of tons. *Shows maximum allowable gross weight in pounds.

ENGINE—Bud, Buda; Con, Continental; Her, Hercules; Lyc, Lycoming; Pont, Pontiac; Wak, Waukesha; Wis, Wisconsin; Hall, American Car & Foundry.

VALVE ARRANGEMENT—L, "L" head; H, in head; O, overhead; S, sleeve.

TYPE OF CAMSHAFT DRIVE—G, gear; C, chain.

RADIATOR MAKE—G&O, G & O Mfg. Co.; Per, Perfex Corp.; Long, Long Mfg. Co.; Har, Harrison Radiator Corp.; Fed, Fedders Mfg. Co.; McC, McCord Radiator & Mfg. Co.; Mod, Modine Mfg. Co.; Hex, Hexcel Radiator Co.

CLUTCH MAKE—Jon, Jones Clutch & Gear Co.; Ful, Fuller & Sons Mfg. Co.; Borg, Borg & Beck Co.; Br-L, Brown Lipe Gear Co.; Rock, Rockford Drill & Machine Co.; Cov, Covert Gear Co.; Long, Long Mfg. Co.; Detr, Detroit Gear & Machine Co.; Mer, Merchant & Evans; Hel, Merchants & Evans.

UNIVERSALS MAKE — Spic, Spicer Mfg. Co.; Blo, Blood Bros. Machine Co.; Sup, Superior Universal Products; Un, Universal Products Co.; Cle, Cleveland Steel Products Corp.; Pet, Peters; Opt, optional; Mec, Mechanics Machine Co.

STEERING GEAR MAKE—Ross, Ross Gear & Tool Co.; Han, Hannum Mfg. Co.; Sag, Saginaw Steering Gear Co.; Gem, Gemmer Mfg. Co.; Col, Columbus Gear — Pump Co.; W-G, Warner Gear Corp.

CARBURETOR—Car, Carter; Mar, Marvel; Sch, Wheeler-Schebler; Str, Stromberg; DL, Detoit Lubricator; Til, Tillotson; Zen, Zenith-Detroit.

FUEL FEED—Gra, gravity; Vac, vacuum tank; P, fuel pump.

ELECTRICAL SYSTEM — AB, American-Bosch; Aut, Electric Auto-Lite; Eis, Eisemann; L-N, Leece-Neville; NE, North East; RB, Robert Bosch; DR, Delco-Remy.

TRANSMISSION—Br-L, Brown-Lipe; Cov, Covert; Ful, Fuller; Mec, Mechanics Machine; Mun, Muncie; W-G, Warner Gear; Cot, Cotta Gear Co.; Cla, Clark Equipment Co.

REAR AXLE—Cla, Clark Equipment; Col, Columbia; Eat, Eaton; Pont, Pontiac; Sal, Salisbury; Tim, Timken; Wis, Wisconsin.

FINAL DRIVE—IG, internal gear; St, straight bevel; Sp, spiral bevel; Wo, worm; 2R, double reduction; Ch, chain; S-T, semi-transverse.

TYPE OF SERVICE BRAKES—

B4IM, Bendix, 4 wheel, internal mechanical; B4MV, Bendix, 4 wheel, mechanical, vacuum; B6IA, Bendix, 6 wheel, internal, air; B4IMV, Bendix, 4 wheel, internal, mechanical, vacuum; BO4IMV, Bendix, own, 4 wheel, internal, mechanical, vacuum; BrIA, Bendix, operating on 4 rear wheels, internal air; BW4IM, Bendix front, Wisconsin rear, 4 wheel, internal, mechanical; BE4IM, Bendix front, Eaton rear, 4 wheel, internal, mechanical; B4IH, Bendix, 4 wheel, internal, hydraulic.

CB4IM, Columbia, Bendix, 4 wheel, internal, mechanical; C4IM, Columbia, 4 wheel, internal, mechanical; K2IM, Clark, 2 wheel, internal, mechanical.

L4IHVA, Lockheed, 4 wheel, internal, hydraulic, vacuum, air; LO4ID, Lockheed, own, 4 wheel, internal, drive shaft; LO4IV, Lockheed, own, 4 wheel, internal, vacuum; LT4DV, Lockheed, Timken, 4 wheel, drive shaft, vacuum; L4IH, Lockheed, 4 wheel, internal, hydraulic; L4IHA, Lockheed, 4 wheel, internal, hydraulic, air; L4IHV, Lockheed, 4 wheel, internal, hydraulic, vacuum; LT4IHV, Lockheed, Timken, 4 wheel, internal, hydraulic, vacuum; LT4IVA, Lockheed, Timken, 4 wheel, internal, vacuum, air; L8IHV, Lockheed, 6 wheel, internal, hydraulic, vacuum; L6IH, Lockheed, 6 wheel, internal, hydraulic.

O2IM, Own, 2 wheel, internal, mechanical; O2IV, Own, 2 wheel, internal, vacuum; O4IA, Own, 4 wheel, internal, air; O4IH, Own, 4 wheel, internal, hydraulic; O4IHV, Own, 4 wheel internal, hydraulic, vacuum; O4IM, Own, 4 wheel, internal, mechanical; O4IV, Own, 4 wheel, internal, vacuum; O4M, Own, 4 wheel, mechanical; O2XM, Own, 2 wheel, external, mechanical; O4XM, Own, 4 wheel, external, mechanical; O6IA, Own, 6 wheel, internal, air; OJXM, Own, jack shaft, external, mechanical; OL4IHV, Own, Lockheed, 4 wheel, internal, hydraulic, vacuum; OPX, Own, propeller shaft, external; OPXM, Own, propeller shaft, external, mechanical; OPM, Own, propeller shaft, mechanical; ORIV, Own, rear wheels, internal, vacuum; OTIHV, Own, Timken, internal, hydraulic, vacuum.

S4IM, Steeldraulic, 4 wheel, internal, mechanical.

T4rIA, Timken, operating on 4 rear wheels, internal, air; T4IA, Timken, 4 wheel, internal, air; T6IA, Timken, 6 wheel, internal, air; T3IMV, Timken, 2 wheel, internal, mechanical, vacuum.

W4I, Westinghouse, 4 wheel, internal; W4IA, Westinghouse, 4 wheel, internal, air; W6IA, Westinghouse, 6 wheel, internal, air; 4IA, 4 wheel, internal, air; 4IH, 4 wheel, internal, hydraulic; 4M, 4 wheel, mechanical.

WHEEL BASES given are standard, but optional wheel bases are available in many cases.

***CHASSIS WEIGHT** according to Automotive Daily News formula, which is the chassis with gas, oil, water and spare tire, but without cab or other equipment.

TIRES—B, balloon; D, dual; S, solid; P, pneumatic.

SPECIAL NOTATIONS

AMERICAN-LA FRANCE

Balloon tires optional Big Chief models.

AUTOCAR

†Engines in these models are located under the driver's seat.

*Six-wheeler.

BROCKWAY

*Six-wheelers.

CHEVROLET

Utility model available on 131-inch wheel base with chassis weight of 2,760 pounds and equipped with dual rear wheels.

DAY ELDER

*Six-wheeler.

Additional standard wheel bases are available on different models as follows:

60...156	160...165, 180, 204
75...156	240...204, 220, 232
85...156, 168	285...204, 220, 232
110...168, 186	345...204, 220, 232
130...169, 186, 187, 199	402...204, 220, 232

DIAMOND T

*Six-wheelers.

Additional standard wheel bases available as follows:—

551.....158	750.....167, 192
504.....166½	801.....180½, 199¼
506.....174	1200.....174½, 180
603. ...157, 179	1600.....174½, 180
606.....177½	1601.....184

DODGE

*Models F40, F41, F61 and F62 can be had with double drop frame.

FWD

*Indicates six-wheel model.

The BTL and BT models are special line construction trucks in which complete provision for mounting AT and T earth boring machine, winch, body and other line construction accessories is included in the standard chassis.

Special power take-off transmission, which provides 3 power take-offs which may be operated in any transmission speed, optional on all models.

FEDERAL

*Six-wheelers.

*Also rated in pounds of total allowable weight as follows:—

D 3	8,500	T 10 W	18,000
E 2	8,500	T 10 D R	18,000
F 7	10,000	U 6	20,000
A 6	13,500	U 6 D R	20,000
A 6 T	15,000	A 6 S W	18,500
A 6 T W	15,000	C 7	24,000
D 2 S W	12,500	C 8	24,000
E 2 S W	12,500	X 8	30,000
D 2 D	12,500	X 8 D R	30,000
E 2 D	12,500	X 8 R	30,000
T 10 B	18,000	X 8 R D R	30,000

†Solid tires standard, no spare rim or tire.

GRAMM

Series	Straight Rating	Wheel Base	Pay Load Range
AX 4	8,000	157	1 to 1½ tons
AX 6	8,000	157	1 to 1½ tons
BX 4	10,000	157	1½ to 2 tons
BX 6	10,000	157	1½ to 2 tons
CX 4	12,000	157-180	2 to 3 tons
CX 6	12,000	157-180	2 to 3 tons
B	12,000	157-174	1¾ to 2½ tons
C	14,000	145-196	2 to 3 tons
D	17,000	145-196	2½ to 4 tons
E	20,000	145-196	3 to 4½ tons
EY	.....	.....	3 to 4 tons
G	24,000	160-235	4 to 6 tons
GY	.....	.....	4 to 5 tons
GW	28,000	157-240	5 to 7½ tons
HY	.....	.....	5 to 6½ tons

†Both the four and six cylinder are also offered in 157-inch wheel ase at $1,145 and $1,345, respectively.

GENERAL MOTORS TRUCK

*Capacity indicated is the Shraight Rating (combined weight of chassis body, equipment and pay load) for which each chassis is designed and guaranteed to satisfactorily operate under average conditions. The size of the tires used does not affect this Straight Rating, but to secure maximum tire mileage it is suggested that the total gross weight be limited to a "recommended gross weight" for each tire equipment based on tire capacity. Prices cover base chassis and vary with wheel base and tire combinations. The number of wheel base lengths, tire types, range of "recommended gross weights" and resulting pay load range (assuming nominal body allowance) for each model follows:—

Note: Models T-15 to T-61, inclusive, as well as models TX and WX, are available for export only as coach chassis.

Model	Wheel Bases	Tire Types	Range of "Rec. Gross Weights"	Pay Load Range
T-11	1	1	3800	½
T-15	3	10	4500- 6500	½-1½
T-18	.	..	7500- 8200	1½-2
T-19	3	..	6800-10000	1½-2½
T-25	3	17	6800- 9000	1½-2
T-26	4	..	8500-11000	2-3
T-30	3	15	10000-12500	2-3
T-31	4	..	11000-14000	2½-4
TX 186½	1	..	14000	
WX 185	1	..	14500	
T-42	4	12	12000-15000	2½-4
T-44	4	12	12000-16000	3-4½
T-45	4	..	13500-16000	3-4½
WX 215	1	..	17000	
T-51	4	..	16500-19000	4-5½
T-55	4	..	16500-19000	4-5½
T-60	4	18	18500-22000	5-6½
T-61	4	..	19500-22000	5-6½
T-82	4	12	19000-24000	5-7
T-83	4	..	20000-24000	5-7
T-85	3	..	25000-30000	6-8
T-90	3	7	22000-28000	5-7½
T-95	3	..	30000-40000	7-11
T-96	3	..	28000-34000	7-9

†Models T-90, T-95 and T-96 are six-wheelers, the latter having one driven and one trailing axle. Optional rear axle gear ratios available for all models, except Model T-18. Double reduction axles available for Models T-60, T-61, T-82 and T-83.

INDIANA

*Six-wheelers.

INTERNATIONAL

*Stromberg carburetor optional.

MACCAR

†Six-wheeler.

MACK

Other wheel bases furnished on all truck models.

On 6-wheel jobs 4 rear wheels driven by chains, foot brake on 4 rear wheels.

††Made also in tractor models.

PIERCE-ARROW

*Optional final drive on Models PW, PX, PY and PZ.

REO

Models DF, FA, FE and FF are available with dual wheels at additional cost.

*Model DF X can be had with 3 speed transmission and single tires for $895.

SELDEN

Additional standard wheel bases are available on different models as follows:—

Model 37C.....	162 and 181
39C.....	177 and 190½
47CB, 47CD...	151, 164 and 184
67C.....151, 164, 184 and 198	

STEWART

Models 30 and 30X can also be supplied in 120, 140 and 160-inch wheel base.

Models 40XA can also be supplied in 134, 145, 160 and 176-inch wheel base.

Model 29XS can be supplied in 135, 160, 176 and 190-inch wheel base.

*Models 18X, 32X and 36X can be supplied in 148, 190 and 220-inch wheel base.

*Models 19X, 31X and 27XS can be supplied in 148, 172, 190, 220 and 235-inch wheel base.

As optional equipment Models 18X, 19X, 36X, 31X and 27XS can be supplied with Timken dual redcution rear axle.

Models 38-8, 38-6, 48-8 and 58-8 can be supplied in 160, 170, 180, 196, 226 and 241-inch wheel base and worm axle.

STUDEBAKER

Maximum gross load, chassis, body and pay load for Model 88 is 12,500 pounds and for Model 99 is 14,000 pounds.

‡Hand brake same as foot brake, standard. Hand brake on drive shaft, special equipment.

WHITE

*Six-wheelers.

**Price on Model 60K includes body.

CHICK OF CADILLAC REPORTS SALES OF $50,000 IN V-16's

(Continued from Page 1)

tion which is regarded as detrimental to the automobile industry, at last nights annual dinner of the National Automobile Chamber of Commerce, was brought to the attention of the gathering. It was proposed that a vigorous protest against discriminating tax levies should be made to various members of the House and Senate.

L. P. Fisher, president of the company, in a few brief remarks, was hopeful of better business. He stated that he had visited some New York bankers this morning and had not found them so enthusiastic in the past two years.

E. W. Seaholm, in commenting on the show remarked that although some new 12-cylinder cars had appeared this year he was surprised that more manufacturers haven't stepped up to the 16-cylinder class.

New car registration figures for the first eleven months of 1931 for the New York metropolitan area reveal that Cadillac and La Salle are the only cars selling above $2,000 to show a gain in this district over the same months of 1930.

The figures, which are considered the official barometer of the public's preference in motor cars, show that the Cadillac-La Salle gain was 2.4 per cent., and this advance is considerably emphasized by the fact that the average loss for all cars selling above $2,000 in this district was 20.7 per cent.

Cadillac-La Salle's leadership in its field in New York can be seen in the fact that 41.3 per cent. of the total cars sold in the price class above $2,000 were Cadillac and La Salle, according to Arthur E. Randall, general manager of the Cadillac New York branch.

The 1931 figures to date show an increase of 9.6 per cent. in Cadillac's percentage of price class over the same months last year. The Cadillac figures embrace the ten counties of New York, Kings, Bronx, Queens, Richmond, KWestchester, Nassau, Suffolk, Rockland and Putnam.

WOULD PLACE 10-TON LIMIT UPON TRUCKS IN TENNESSEE

Nashville, Tenn., Jan. 14.—Charles McCabe, commissioner of finance and taxation, is considering the possibility of outlawing all trucks, buses or other vehicles weighing more than ten tons. The commissioner said he had asked the attorney general for an interpretation of the new code, which sets the weight limit for vehicles operating on public roads.

MONCRIEF-FULLER CO. NAMES A. M. HOHNECK

Cincinnati, O., Jan. 14.—Alfred M. Hohneck has been named sales manager of the Moncrief-Fuller Company, local Hudson-Essex dealership. He was formerly retail sales manager of the Leyman-Buick Company.

Passenger Car Equipment and Accessories

NAME AND MODEL	Speedometer	Clock	Fuel Gauge on Dash	Lock	Spark Plugs	Battery	Heat Indicator	*Cig. Lighter	Smoking Set	Vanity Set	Make of Body Finish Used	Light	Parking or [illegible] Light	Safety Glass	Heater	Front Bumper	Rear [illegible]	Wire Wheels	Shock Absorbers
Auburn 8-100	—	—	—	—	Cha	USL	—	—	—	—	—	—	—	—	—	—	—	Day	*Del
Auburn 12-160	—	—	—	—	Cha	USL	—	—	—	—	—	Cor	Cor	—	—	—	—	Day	*Hou
Austin	NE	—	K-S	BS	Cha	USL	—	—	—	—	Duc	—	—	—	—	Cen	Cen	—	*Own
Buick 32-50	AC	—	AC	—	AC	DR	AC	No	—	—	Duc	Gui	Gui	—	—	—	—	K-H	*Del
Buick 32-60	AC	—	AC	—	AC	DR	AC	No	—	—	Duc	Gui	Gui	—	—	—	—	K-H	*Del
Buick 32-80	AC	—	AC	—	AC	DR	AC	—	—	—	Duc	Gui	Gui	—	—	—	—	K-H	*Del
Buick 32-90	AC	—	AC	—	AC	DR	AC	—	—	—	Duc	Gui	Gui	—	—	—	—	K-H	*Del
Cadillac 370 B	—	—	—	—	AC	DR	—	—	—	—	—	Gui	Gu	Sec	—	—	—	K-H	*
Cadillac 452 B	—	—	—	—	AC	DR	—	—	—	—	—	Gui	Gui	Sec	—	—	—	K-H	*
Cadillac 355 B	—	—	—	—	AC	DR	—	—	—	—	—	Hal	Gui	Sec	—	—	—	—	*
Chevrolet	AC	—	AC	DR	AC	*	AC	—	Tern	—	Duc	Gui	Gui	—	*	†Own	Own	Own	*Del
Chrysler 6	—	No	Yes	—	—	—	Yes	Yes	No	No	—	—	—	—	*	—	—	—	* —
Chrysler 8	—	—	Yes	—	—	Wil	Yes	Yes	No	No	—	—	—	—	*	—	—	—	* —
Chrysler Imp. 8	—	Yes	—	—	—	Wil	Yes	Yes	No	No	—	—	—	—	*	—	—	—	* —
Chrysler Im. 8 Cus.	—	Yes	—	—	—	Wil	Yes	Yes	No	No	—	—	—	—	*	—	—	—	* —
Cord Front Drive	Ste	No	Mot-M	DR	Cha	USL	Ster	Cas	GR	No	Mur	Ind	Ind	—	No	ASP	ASP	Day	*Hou
De Soto Six	NE	No	Mot-M	DR	AC	Wil	Yes	No	Yes	Yes	Duc	Cor	Hal	—	No	Yes	Yes	—	*Del
De Vaux 6-80	Ste	No	Mot-M	Yale	Cha	Pre	Mot-M	No	No	No	Duc	JB	JB	—	No	Gen	Gen	MotoW	*Hou
Dodge Six	NE	—	AC	DR	AC	Wil	AC	—	VS	VS	Ditz	Cor	Cor	Opt	—	Yes	Yes	Budd	*Del
Dodge Eight	NE	—	AC	DR	AC	Wil	AC	—	VS	VS	Ditz	Cor	Cor	Opt	—	Yes	Yes	Budd	*Del
Durant 612	NE	No	Mot-M	Aut-L	Cha	USL	Mot-M	NE	No	No	Rin	Cor	No	—	—	Eat	Eat	MotoW	*Mon
Durant 614	NE	No	Mot-M	Aut-L	Cha	USL	Mot-M	NE	GR	No	Rin	Cor	Yes	—	—	Eat	Eat	MotoW	*Mon
Durant 619	NE	No	Mot-M	Aut-L	Cha	USL	Mot-M	No	No	No	Rin	Cor	No	—	—	Bad	Bad	MotoW	*Mon
Essex Gr. Su. 6	Ste	—	Mot-M	Ele	AC	Ex	K-S	—	—	—	—	JB	JB	Dup	—	—	—	MotoW	*Mon
Ford A	Var	—	Own	Ele	Cha	Own	—	—	—	—	—	Own	—	Tri	—	Own	Own	Own	*Hou
Franklin Airman	NE	Borg	Yes	—	—	—	—	Yes	—	Yes	Yes	—	—	Yes	—	—	—	—	* —
Graham 6	NE	—	K-S	Her	Cha	Wil	K-S	No	No	No	*	Hal	Cor	LOF	No	ASP	ASP	MotoW	*Del
Graham BL. Str.	Ste	—	K-S	Her	Cha	Wil	K-S	No	Yes	No	*	Cor	No	No	No	—	—	MotoW	*Del
Hudson Gr. 8	Ste	—	Mot-M	Ele	AC	Ex	K-S	—	—	—	—	Hal	Hal	Dup	—	—	—	MotoW	*Gab
Hupmobile 216	Ste	No	Mot-M	Ele	—	Wil	Mot-M	No	—	—	Var	Hal	Hal	No	No	—	—	—	*Gab
Hupmobile 222	Ste	No	Ste	Ele	—	Wil	Ste	No	—	—	Var	Hal	Hal	No	No	—	—	—	*Gab
Hupmobile 226	Ste	No	Ste	Ele	—	Wil	Ste	Cas	—	—	Var	Hal	Hal	No	No	—	—	—	*Gab
La Salle 345 B	—	—	—	—	AC	DR	—	—	—	—	—	Hal	Hal	Sec	—	—	—	K-H	*
Lincoln 8	NE	Thom	K-S	Her	Cha	Ex	Mot-M	Cas	Cuno	Yes	*	Hal	Own	Tri	—	Bif	Bif	Own	*Hou
Lincoln 12	NE	Wal	K-S	Her	Cha	Ex	Mot-M	Cas	VS	VS	—	Hal	Hal	Tri	No	Gen	Gen	—	*Hou
Marmon 70	Ste	No	Mot-M	DR	Cha	Nat	Mot-M	No	No	No	Val	Cor	Cor	Opt	No	Gen	Gen	Day	*Del
Marmon 88	NE	Ster	Mot-M	DR	Cha	Ex	Mot-M	Cas	Yes	Yes	Val	Cor	Cor	Dup	No	Gen	Gen	Day	*Gab
Marmon 16	AC	Jag	Mot-M	DR	Cha	Ex	Mot-M	Cas	Yes	Yes	Ditz	Hal	Hal	Dup	No	Gen	Gen	Day	*Gab
Nash Nine 60	Ste	No	K-S	Her	AC	USL	K-S	No	Tern	—	*	**	**	Opt	No	Bad	Bad	†MotoW	*Del
Nash Nine 70	Ste	No	K-S	Her	AC	USL	K-S	No	VS	—	*	**	**	Opt	No	Bad	Bad	†MotoW	*Del
Nash Nine 80	Ste	No	K-S	Oak	AC	USL	K-S	No	VS	—	*	**	**	Opt	No	Eat	Eat	†MotoW	*Del
Nash Nine 90	Ste	Borg	K-S	DR	AC	Ex	K-S	Cas	VS	—	*	Cor	Cor	Opt	No	Eat	Eat	†MotoW	*Del
Oldsmobile F 32	AC	No	AC	BS	AC	DR	AC	Yes	Tern	No	Duc	Gui	Gui	No	—	Own	Own	K-H	*Lov
Oldsmobile L 32	AC	No	AC	BS	AC	DR	AC	Yes	Tern	No	Duc	Gui	Gui	No	—	Own	Own	K-H	*Lov
Packard 901	NE	Jag	K-S	Yes	AC	Pre	Mot-M	Cas	Yes	Yes	Own	Hal	Yes	LOF	No	Cen	Cen	MotoW	*Del
Packard 902	NE	Jag	K-S	Yes	AC	Pre	Mot-M	Cas	Yes	Yes	Own	Hal	Yes	LOF	No	Cen	Cen	MotoW	*Del
Packard 903	NE	Jag	K-S	Yes	AC	Pre	Mot-M	Cas	Yes	Yes	Own	Hal	Yes	LOF	No	Cen	Cen	MotoW	*Del
Packard 904	NE	Jag	K-S	Yes	AC	Pre	Mot-M	Cas	Yes	Yes	Own	Hal	Yes	LOF	No	Cen	Cen	MotoW	*Del
Peerless Mast. 8	AC	Ster	Mot-M	Yale	Cha	Wil	Mot-M	Cas	GR	No	Val	Cor	Cor	Dup	—	Eat	Eat	Day	*Gab
Peerless Cust. 8	AC	Ster	Mot-M	Yale	Cha	Wil	Mot-M	Cas	GR	No	Val	Cor	Cor	Dup	—	Eat	Eat	Day	*Gab
Pierce-Arrow 54	NE	Borg	K-S	Her	Cha	Wil	K-S	Cas	—	Wood	—	Gui	Gui	Dup	No	Eat	Eat	K-H	*Del
Pierce-Arrow 52	NE	Borg	K-S	Her	AC	Wil	K-S	Cas	—	Wood	—	—	—	Dup	No	Eat	Eat	K-H	*Del
Pierce-Arrow 53	NE	Borg	K-S	Her	AC	Wil	K-S	Cas	VS	—	—	—	—	Dup	No	Eat	Eat	K-H	*Del
Plymouth	NE	—	Yes	Sha	AC	Wil	—	—	—	—	Duc	Cor	Cor	—	—	Gen	Gen	‡	*Del
Pontiac 6	—	—	—	—	AC	—	—	—	—	—	Duc	—	—	—	—	—	—	—	*Lov
Pontiac V-8	—	—	—	—	AC	—	—	—	—	—	Duc	—	—	—	—	—	—	—	*Lov
Reo Royale 8-35	Ste	Elgin	K-S	DR	Cha	Wil	AC	Cas	Yes	No	†	Gui	Gui	†	No	CG	CG	MotoW	*Del
Reo Royale 8-31	Ste	No	K-S	DR	Cha	Wil	AC	Yes	Yes	No	†	Gui	Gui	—	No	CG	CG	MotoW	*Del
Reo 8-21	NE	No	K-S	DR	Cha	Wil	K-S	No	No	No	—	*	*	No	No	CG	CG	—	*Del
Reo 6-21	NE	No	K-S	DR	Cha	Wil	K-S	No	No	No	—	*	*	No	No	CG	CG	—	*Del
Reo 625-825	Ste	—	K-S	DR	Cha	Wil	AC	Yes	Yes	No	†	—	Gui	†	No	CG	CG	MotoW	*Del
Rockne 6-65	AC	No	K-S	—	Cha	Wil	K-S	—	Yes	No	*	Cor	Cor	No	No	Cen	Cen	K-H	*Hou
Rockne 6-75	AC	No	K-S	—	Cha	Wil	K-S	—	Yes	No	*	Cor	Cor	Opt	No	Cen	Cen	K-H	*Hou
Studebaker 6-55	Ste	No	AC	DR	Cha	Wil	Ste	No	—	—	*	Cor	Gui	Yes	No	—	—	K-H	*Hou
Studebkr Dict. 62	Ste	No	AC	DR	Cha	Wil	Ste	No	—	—	*	Cor	Gui	Yes	No	—	—	K-H	*Hou
Studeb'r Com. 71	Ste	No	AC	DR	Cha	Wil	Ste	No	—	—	*	Gui	Gui	Yes	No	—	—	K-H	*Hou
Studeb'r Pres. 91	Ste	Borg	AC	DR	Cha	Wil	Ste	Yes	—	—	*	Gui	Gui	Yes	No	—	—	K-H	*Hou
Stutz LA	Ste	Wal	Mot-M	DR	Cha	Pre	Mot-M	Cas	No	Lin	Val	Ind	—	Dup	—	Buck	Buck	MotoW	*Gab
Stutz MA	Ste	Wal	Mot-M	Her	Cha	Pre	Mot-M	Cas	Lin	Lin	Val	Ind	—	Dup	—	Stan	Stan	K-H	*Gab
Stutz MB	Ste	Wal	Mot-M	Her	Cha	Pre	Mot-M	Cas	Lin	Lin	Val	Ind	—	Dup	—	Stan	Stan	K-H	*Gab
Stutz DV 32	Ste	Wal	Mot-M	Her	Cha	Pre	Mot-M	Cas	Lin	Lin	Val	Ind	Ind	Dup	—	Stan	Stan	K-H	*Gab
Willys-Over. 690	NE	No	Yes	Aut-L	Cha	USL	No	No	No	—	—	—	—	Opt	No	—	—	—	*Mon
Willys-Over 8-88	No	No	Yes	Aut-L	Cha	USL	Yes	No	No	—	—	—	—	Opt	No	—	—	—	*Mon
Willys-Knt. 66 D	No	Wal	Yes	Aut-L	Cha	USL	Yes	Yes	—	—	—	—	—	Yes	No	—	—	—	*Mon
Willys-Knt. 95	No	No	Yes	Aut-L	Cha	USL	Yes	No	—	—	—	—	—	Out	No	—	—	—	*Mon

KEY TO ABBREVIATIONS USED IN THIS TABLE

SPEEDOMETER

AC—AC Spark Plug Co., Flint, Mich.
NE—North East Appliance Corp.
Ste—Stewart-Warner Speedometer Corp.
Var—Various makes.

CLOCK

Borg—The Geo. W. Borg Corporation.
Elgin—Elgin Watch Co.
Jag—Jaeger Watch Co., New York city.
Ster—Sterling Clock Co., La Salle, Ill.
Thom—Seth Thomas Clock Co.
Wal—Waltham Watch Co., Waltham, Mass.
*Optional.

FUEL GAUGE

AC—AC Spark Plug Co., Flint, Mich.
K-S—King Seeley Corp., Ann Arbor, Mich.
Mot-M—Moto Meter Gauge and Equipment Corp., Long Island City, N. Y., and La Crosse, Wis.

LOCK

Aut-L—Electric Auto-Lite Co., Toledo.
BS—Briggs-Stratton Co., Milwaukee.
Ele—Mitchell Specialty Co., Holmesburg, Pa.
DR—Delco-Remy Corp., Anderson, Ind.
Her—Hershey Mfg. Co., Chicago.
Oak—Oakes Products Corp., Chicago, Ill.
Sha—Shaler Lock Co., Milwaukee, Wis.
Yale—Yale & Towne Mfg. Co.

SPARK PLUG

AC—AC Spark Plug Co., Flint, Mich.
Cha—Champion Spark Plug Co., Toledo, O.

BATTERY

DR—Delco-Remy Corp.
Ex—Electric Storage Battery Co.
Nat—National Lead Battery Co., St. Paul.
Pre—Pres-O-Lite Co., Indianapolis, Ind.
USL—USL Battery Corp.
Wil—Willard Storage Battery Co.
*Various makes—Exide, Willard, Delco-Remy and USL.

HEAT INDICATOR

AC—AC Spark Plug Co., Flint, Mich.
K-S—King Seeley Corp., Ann Arbor, Mich.
Mot-M—Moto Meter Gauge and Equipment Corp., Long Island City, N. Y., and La Crosse, Wis.
Ste—Stewart-Warner Speedometer Corp.
Ster—Sterling Clock Co., La Salle, Ill.

CIGAR LIGHTER

*Cigar lighters in many cases are optional equipment, and are not standard on all models; the names of lighters shown indicate the makes supplied to various car makers.
Cas—Casco Products Corp., Bridgeport, Conn.
NE—North East Appliance Corp., Rochester, N. Y.

SMOKING AND VANITY SETS

GR—Grand Rapids Metalcraft Corp.
Lin—Linden.
VS—Van Sicklen Corp., Elgin, Ill.
Tern—Ternstedt Mfg. Co., Detroit, Mich.
Cuno—Cuno Engineering Corp., Meriden, Conn.
Wood—Woodcraft.
*Various makes.

BODY FINISHES

Ditz—Ditzler Color Co., Detroit, Mich.
Duc—E. I. du Pont de Nemours & Co., Philadelphia.
MIM—Pittsburgh Plate Glass Co.
Mur—Murphy Varnish Co., Newark, N. J.
Rin—Rinched Mason Co.
Val—Valentine & Co., New York city.
*Various lacquers used.
†Using both Ditzler and Pratt & Lambert.

STOP AND PARKING LIGHTS

Cor—The Corcoran-Brown Lamp Co., Cincinnati, O.
Gui—Guide Lamp Corp., Anderson, Ind.
Hal—C. M. Hall Lamp Co., Detroit, Mich.
Ind—Indiana Lamp Corp., Connersville, Ind.
JB—The Jno. W. Brown Lamp Mfg. Co., Columbus, O.
*Using both Hall or Guide.
**Using both Corcoran and Brown.

SAFETY GLASS

Sec—Security, product of General Motors.
Tri—Triplex Safety Glass Co.
LOF—Libbey-Owens-Ford.
Dup—Duplate Corp.
Indestructo—Indestructo Glass Co.
Opt—Optional.
**Using both LOF and Indestructo.
†Extra equipment.

HEATER

Kel—Kelch made by Grand Rapids Metalcraft Corp., Grand Rapids, Mich.

BUMPERS

ASP—Alloy Steel Products.
Bad—Badger Mfg. Corp., Milwaukee.
Bif—Biflex Corp., Waukegan, Ill.
Buck—See Cen.
CG—C. G. Spring and Bumper Company.
Cen—Central Brass & Fixture Co., Springfield, O. Also makers of Buckeye bumpers.
Eat—Eaton Axle and Spring Co., Cleveland, O.
Gen—General Spring and Bumper, Detroit.
Stan—Standard Steel Spring Corp.
†Extra equipment.
*Optional.

WIRE WHEELS

Budd—Budd Wheel Co., Detroit.
MotoW—Motor Wheel Corp., Lansing, Mich.
Day—Dayton Wire Wheel Co., Dayton, O.
K-H—Kelsey-Hayes, Detroit, Mich.
‡Using both Kelsey-Hayes and Motor Wheel Corp.
†Not standard equipment.

SHOCK ABSORBERS

Del—Delco Products Corp., Dayton, O.
Gab—The Gabriel Company, Cleveland.
Hou—Houde Engineering Corp., Buffalo.
Mon—Monroe Auto Equip. Mfg. Co., Monroe, Mich.
*Equipped with ride control.

BAY STATE GASOLINE CONSUMPTION GAINS

Boston, Jan. 14.—Massachusetts motorists used 564,635,850 gallons of gasoline last year, or 28,552,645 more than the 536,083,205 consumed in 1930, Tax Commissioner Long announced yesterday.

The 1931 gasoline tax totaled $15,455,431, or $4,733,767 more than the 1930 receipts of $10,721,664. In 1929, the first year of operation of the gasoline tax, 494,436,506 gallons were used and the revenue amounted to $9,888,730. In that year the tax was 2 cents, which rate continued until May, 1931, when it was increased to 3 cents. The consumption for December this year was 41,015,100 gallons, as compared to 41,998,028 for the same month in 1930.

N. S. P. A. PLANS FOR EXPANSION

(Continued from Page 1)

ern N. S. P. A. delegates discussed, without taking any actual resolution, plans to educate the independent repair man by means of literature and to aid his business by advertising him to the public in periodicals and by radio broadcasts.

During the meeting at the Wellington it became known that the N. S. P. A. and Motor and Equipment Association are virtually certain to cease holding joint shows. The N. S. P. A. show for 1932, it is understood, will not be held in conjunction with any other organization's exhibit.

A resolution to reduce the list price of brake lining was adopted by the assembled delegates and much time was given to a discussion of preventive maintenance.

Declaring that it is extremely rarely that one finds a 5th Avenue bus breaking down, and citing this as an example of the effectiveness of efficient and intelligently directed preventive maintenance, T. O. Duggan of the Thompson Products Company of Cleveland, O., stressed the importance of greater and better preventive maintenance as one of the salvations of the parts business.

Duggan went on to say that only by means of distributing literature, getting new members from the ranks of the independent repair people, and by contacts gained through conventions and similar meetings, would the standards be raised.

His contentions were backed up by S. B. Wilson of the Fleming Manufacturing Company of Worcester, Mass.

"There are 26,000,000 automobiles in the United States," said Mr. Wilson, "and the average car is traded in after being driven only 22,000 miles. What is the reason? There seems to be only one answer, namely, lack of confidence in the repair man. If the repair man were reliable, the owner would keep his car and only rely on the reliability of the repair man. As it is, so large a number of repair men bungle their work that the great majority of owners trade their cars or turn them in on new ones when only a small amount of intelligent workmanship would make the original cars almost as good as new."

Mr. Wilson gave a list of ten more or less normal questions concerning problems that come up in car repairing. He said that, in Providence, R. I., the questions had been put to a sizable group of repair men, and only one of them was able to answer as many as seven of them.

"What the parts manufacturers, the parts wholesalers and the poor, helpless automobile owner needs," declared Mr. Wilson, "is some real mechanics instead of a heterogeneous collection of glib-tongued salesmen. A smart line of sales talk and general persiflage may prove entertaining to the ear at times, but it is of no benefit to the mechanical condition of an ailing automobile."

Several speakers stressed the importance of educating the independent repair man to a point where the public will have faith in him, his workmanship and his wares. Upon him, they stated, depends the welfare of the parts manufacturing industry and, to a large degree, that of the car owner.

More than 100 delegates attended the meeting which got under way at the Wellington during the morning, was broken by a luncheon at the same hotel, and continued throughout the afternoon.

GROUP INSURANCE FOR MOTOR FLEETS SOUGHT

Boston, Jan. 14.—Group insurance of fleets of motor cars is proposed in a bill filed today with the clerk of the Senate by Senator Chester W. Allen on petition of the Service Mutual Liability Insurance Company. The measure authorizes the insurance commissioner to fix compulsory auto rates for groups or fleets of cars or trailers owned by one person and is the first among a large number of bills on compulsory auto insurance filed on behalf of any insurance company.

SPARKS *from the* SHOW

(Continued from Page 2)

that were held Wednesday that the industry is losing no time in girding on its armor for the fight against the imposition of the sales tax on automobiles. At both the Hupmobile and De Soto lunches the dealers were urged to line up their congressmen and senators and enlist their support. Walter Chrysler talked to the De Soto dealers in a most impressive way, while at Hupmobile Chairman of the Board Hastings told his men that the N. A. C. C. estimates that, on a probable production of 3,000,000 this year, the imposition of a sales tax would reduce that to 2,000,000.

The industry moves on to Washington next week, when as special committee headed by George M. Graham, vice-president of Rockne, will appear before the Ways and Means Committee on Friday prepared to furnish arguments as to why the tax should not be imposed. It will be remembered Graham was the spokesman for the industry in the former battle on this tax.

CHEVROLET "VICTORY" BANQUET DRAWS 1,800

(Continued from Page 1)

vice-president in charge of sales, General Motors Corporation, and Alex Taub, chief engineer Chevrolet Motor Company.

It was a victory meeting for Chevrolet, although not announced as such, but there was no doubt that the Chevrolet organization and the whole General Motors Corporation were highly pleased with the fact that Chevrolet for the first time led the entire automobile world in cars manufactured. As a matter of fact, Mr. Klingler and Mr. Sloan referred to this achievement in their brief remarks, while Mr. Knudsen, with becoming modesty, thanked the sales organization for accomplishing what had evidently been close to his heart since his association with Chevrolet.

Mr. Klingler pointed to the fact that while its nearest competitor slumped about 50 per cent. in volume over the previous year, Chevrolet's decline had only been 5 per cent. Mr. Sloan emphasized this leadership by stating that it had been accomplished while the principal competitor was in normal production and that the achievement was especially laudable in a year which was as highly competitive as that which had just passed. He also took a bow for the General Motors Corporation when he stated that the 1931 registrations would show that the General Motors Corporation had accounted for 43 per cent. of the cars sold by the industry.

In recalling two meetings held by the Dealers Association of Pittsburgh and the Automobile Merchants Association of New York which he recently attended, R. H. Grant said that the attitude of fortitude and strength displayed by Idealers is encouraging. He was especially gratified by the fact that Chevrolet dealers made two and a half times as much money in 1931 on less volume than was sold in 1930.

He urged greater intensity of effort in the sale of used cars, faster turnover of these units and that more calls on prospects be made during the coming year. He advised that 70 per cent. of the sales quota be closed by August 1. We are getting nearer to the turn every day, Mr. Grant stated, and it is not very far away. This will be the last year of a long, hard pull.

Mr. Klingler in closing his introductory remarks stated that for the coming year the Chevrolet dealer organization and the General Motors Corporation should strive to improve selling; supervise, train and compensate salesmen better; improve the method of handling used cars; keep expenses in line, and be better credit men and better collection men after credit has been extended.

During the dinner, which precided the meeting, there was an orchestra and community singing, and, following the dinner professional entertainers.

4 DAYS' ATTENDANCE TOPS FIVE FOR 1931; SALES ENCOURAGING

(Continued from Page 1)

soggy day, but the record attendance was maintained at about 40 per cent. above Tuesday last year. The attendance yesterday ran only 15 to 17 per cent. above the Wednesday attendance last year, but in this connection it is fair to state that Wednesday last year was the peak of the week, so far as attendance was concerned, and this year the day was the warmest January day ever recorded by the Weather Bureau here.

Sales reports from companies exhibiting at the show are very favorable. While only a few companies have so far reported, among them Hupmobile, which states that during the first two days of the exhibit forty-two bona fide sales were closed at its booth in the Palace. Cadillac, at its exhibit at the Waldorf-Astoria, which is being held in addition to the showing at the Palace, reports $56,000 worth of Cadillac V-16s were sold during the first three days at the Waldorf exhibit alone.

The Hudson Motor Car Company has claimed the honor of having made the first sale at the show, and while not reporting actual figures this company states the sales during the first day were three times heavier than the sales during the first day of the show last year.

Just what all this means is still to be seen. The automotive year is just starting; as the old Scotch ditty says, "There may be monie an up and down." Nevertheless, automotively speaking, 1932 seems to have got off to a good start, and it would appear that the striking new cars for 1932 have smacked old man depression right on the fiddle rest and left him hanging on the ropes looking up Queer Street. Let's hope he don't get up.

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1931	Chev. Sport Coupe $450	1929	Plymouth Sedan . $250
1930	De Soto 6 Sedan.. $400	1928	Packard 7-pass. Sedan $500
1929	Essex Sedan $350	1928	Pontiac Sedan .. $225
1931	Hudson Sport Sedan $850	1927	Marmon Sedan ... $175
1928	Graham Paige 4-pass. Coupe $275	1929	Essex Coach $295
1929	Buick 5-pass. Sedan $595	1926	Cadillac 7-pass. Sedan $195
1929	Roosevelt Sedan.. $300	1931	Studebaker Sedan $1200

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900 WILLYS DEALERS DINE AND SEE REVUE

(Continued from Page 1)

Miller, president of Willys-Overland, who was given a great demonstration by the dealers. Mr. Miller spoke of the prospects for 1932 and expressed his belief that Willys-Overland would show a satisfactory increase in business. H. B. Harper, vice-president in charge of sales, spoke on the sales prospects for the coming year.

At the conclusion of the speaking program, the diners settled back to enjoy the Hollywood revue presented by N. T. G. The dealers registered full approval of this colorful entertainment.

NEW BRUNSWICK RAILS ASK AUTOMOBILE TAX

Toronto, Can., Jan. 14.—Seeking protection against alleged unfair competition from commercial trucks and buses, railway interests will ask the New Brunswick Legislature to give wider restrictive powers to the motor carrier board, it was stated at a conference between New Brunswick Railwaymen's Protective Association and the Retail Merchants Association, at Woodstock, N. B.

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